

ATLANTIC FISHERMAN

VOL. XII

Registered U. S. Patent Office
DECEMBER, 1931

No. 11

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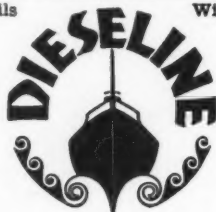
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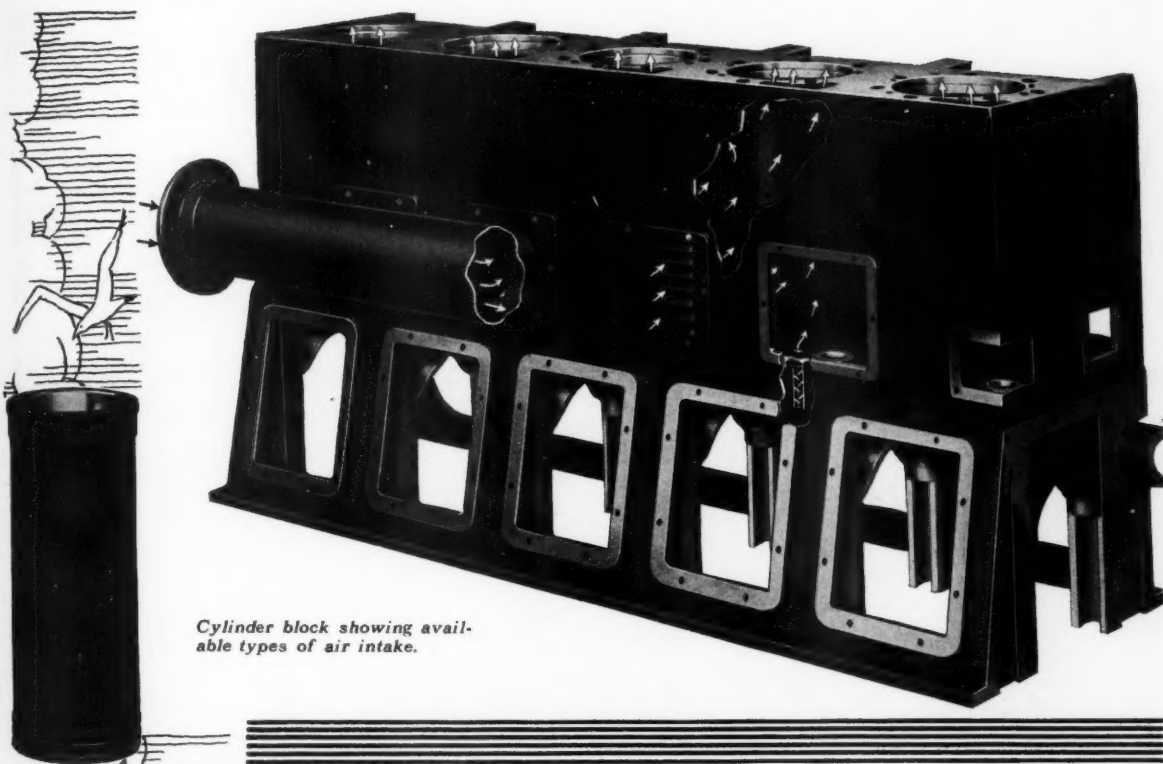
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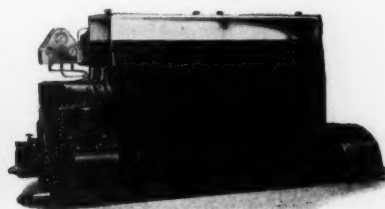
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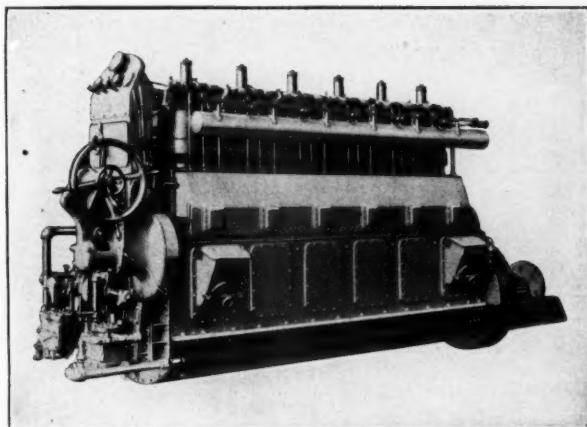
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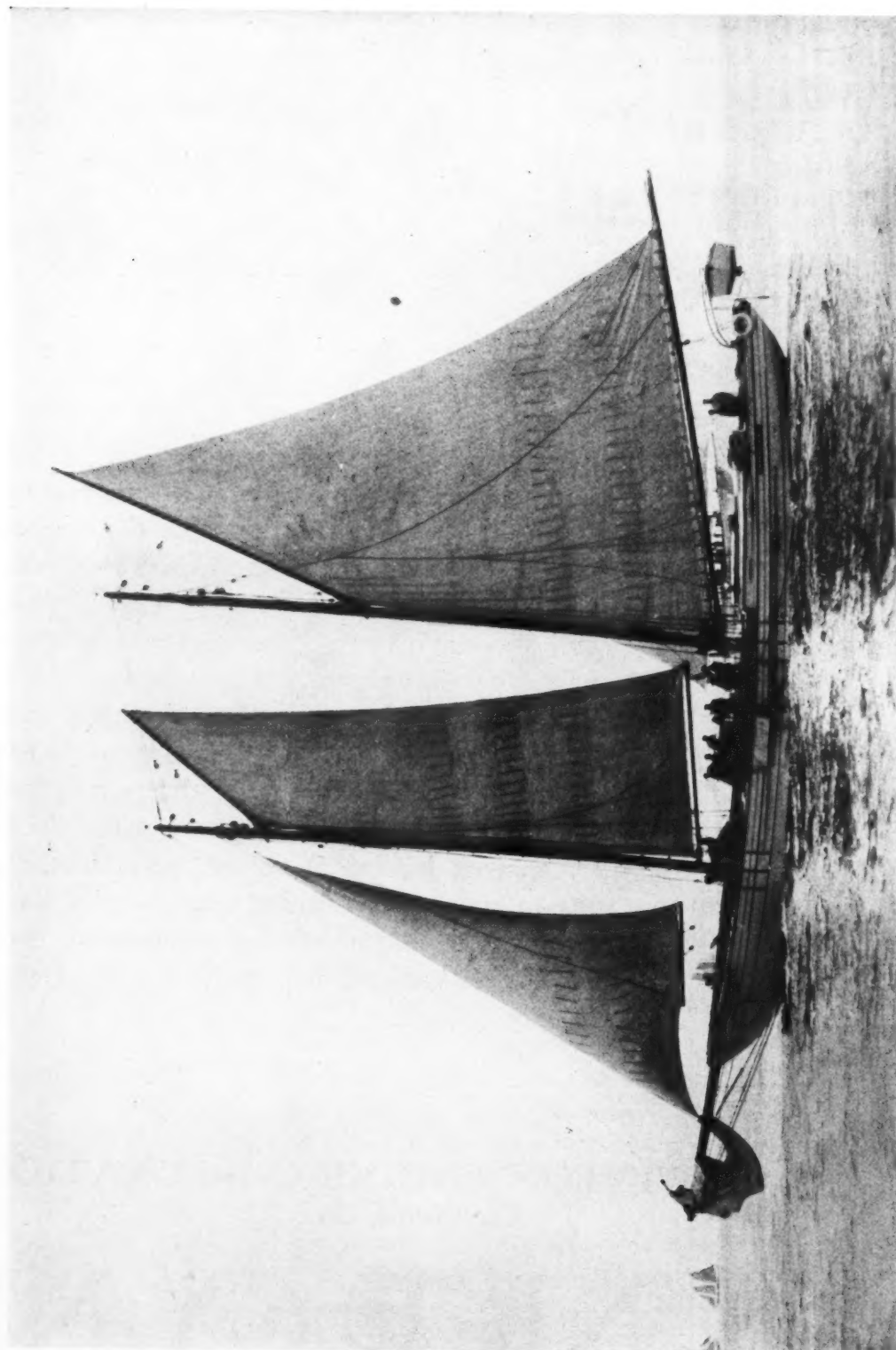
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The schooner "Sheppard Campbell" dredging in Delaware Bay.

ATLANTIC FISHERMAN

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"The Fisherman's Magazine"

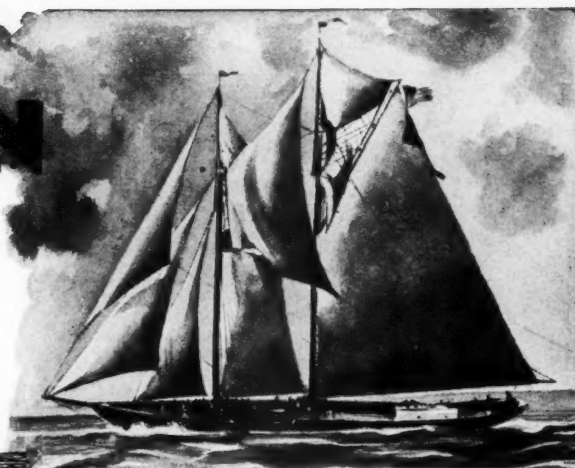
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America's First Free Public School Established From Proceeds of Its Oldest Industry

By William E. Curran of
F. J. O'Hara Co., Boston

THE proceeds of mackerel caught in Cape Cod Bay went toward defraying the expense of organizing the first free public school in America. The history of the New England fisheries is really the history of the colonies themselves.

Beginning very near to the settlement of the Pilgrims in 1620, so plenty were mackerel during the following summers in Cape Cod that the Selectmen of Provincetown granted a special license to certain parties to take such fish in town waters. Casting about for some disposition of the license money it was decided after much deliberation to establish a school for the education of the children of the town, and thus in America was established the first free public school, from the proceeds of the fisheries.

Poised high aloft in the hall of the Massachusetts House of Representatives, riding serenely the sound waves of debate unperturbed by the ebb and flow of enactment and repeal of desultory storms that vexed the nether depths of oratory, there has hung through immemorial years an ancient codfish quaintly wrought in wood and painted to the life.

The commercial fisheries is the oldest industry of America. The growth of the fresh fish business has been something phenomenal the past 100 years.

In the early years of the 19th century the industry was scarcely known. A fleet of small boats averaging possibly five tons, built something like our modern "cat boat", used to come up from Cape Ann, fish off Lynn Rock, and Nahant, and when loaded would run into Boston Harbor. The fishing was so good that they could easily do this in a day, and sometimes twice a day.

They usually moored their boats to wharves in Charlestown, where they sold their catch to the drivers of heavy wagons running back into the country, and among the buyers were Jimmy Harriden, Joe Smith, Isaac Rich and others, who brought their fish over to Boston and retailed it or else sold it to persons who split, salted and cured the fish on shore.

In the winter the waters of the bay were full of haddock after January, and the fishermen were sure of full trips. These small boats would sometimes run offshore as far as Brown's Bank, almost to Cape Sable, for codfish, and be absent for some time.

It would now be considered extremely hazardous to make such voyages in this size craft. The demand for fresh fish increased year by year and the business was carried on in a retail way, the boats lying in the docks below Faneuil

Hall and selling direct to teams standing about the market. The use of ice for preserving the fish had not been thought of.

In the summer the demand was confined to nearby communities, but in the winter fish were teamed inland as far as Albany, N. Y., and Montreal, Canada.

In 1835 Messrs. Holbrook, Smith & Co. opened on Long Wharf the first wholesale fresh fish store. This concern was the pioneer in the commercial fisheries of New England. In the summer they were obliged to handle cured fish largely. In 1838 they removed to the North side of Commercial street, and so slowly did the business develop that up to 1850 there were very few engaged in the business, and the leading firms were Holbrook, Smith & Co., Brown, Seaver Company, and Hill, Weeks Company. With the use of ice business increased rapidly.

It was found possible to keep fish fresh for some days, railroad facilities rapidly developed, and fresh fish began to be shipped into the West in Summer as well as in Winter.

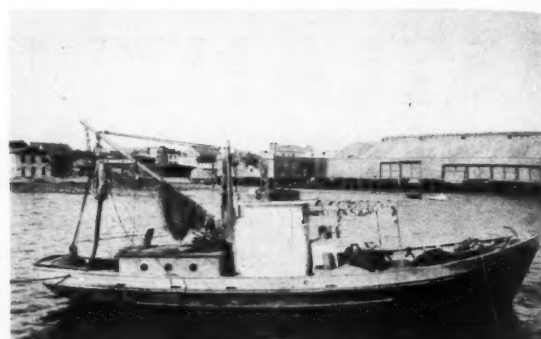
The varieties sold also greatly increased. The halibut in the early days was little esteemed as fresh fish. It is said that the first full trip was brought to this market in 1828 by the schooner *Mt. Vernon*, Captain Fletcher Thomson of Gloucester. They were taken on Georges Bank and the remarkable fishing was a surprise to the crew. They found the fish eager to take the hook and continued fishing until their ship was loaded to capacity. Arriving at port, they glutted the market, and only one man was "nervy" or had courage enough to take the trip. Isaac Rich, then doing a small fish business with his hand cart, afterwards became the leading salt fish dealer in the country. His house made sales of over a million dollars annually for a long period. He was a large ship-owner, also, and at his death bequeathed to Boston University over a million dollars.

The fleet of vessels employed in supplying the market continued to increase and the concerns handling their cargoes also developed rapidly until the dock at Commercial wharf was overcrowded with new and fine craft, built for the business; and the dealers who at first were only tolerated in the small wooden stores on the north side of Commercial wharf began to occupy the large granite warehouses built for the merchants whose ships brought to Boston cargoes of great value from far-off countries in earlier days.

EDITOR'S NOTE: Mr. Curran has prepared a history of the commercial fisheries of New England from the time of the landing of the Pilgrims. This is the first installment of the story which will appear in the ATLANTIC FISHERMAN.



Shrimp boat belonging to the Galveston Shrimp Company of Galveston, Texas, beached at St. Augustine, Fla.



The "Geneva Moore", Capt. Wm. H. Magwood, Charleston, S. C. Powered with a Standard engine.

Georgia Fleets Have Invaded Florida Waters

By H. L. Peace

WITH the lifting of one of the heaviest fogs to be seen in the Southeast in the past three seasons, shrimp operations at Fernandina have been resumed. Boats have returned from outside fishing grounds with catches of eight to fifteen bushels which is truly in form. For the truth is that catches are always small after stormy weather, the amount increasing within the following three to four days. Georgia fleets, encouraged by the heavy run of shrimp the earlier part of the month, have invaded Florida waters and a big season has been predicted. Recent catches have been mixed, that is, a combination of both large and small prawn; however, the general run of boats returning from the South, that is, off the Southern coast of Fernandina, have brought in smaller catches than the boats returning from the North, but the shrimp have been much larger in size. Local dealers have ordered their fleets to continue their trips to the South, thereby catering to the larger prawn which prevailed in the Southern waters during the early part of the month. This specimen of shrimp was the largest to be taken from local waters in the past three years and averaged twenty-four shrimp to the pound; however, some catches were as low as 12 to 14 shrimp to the pound, (with heads on). More than 15 cars of the raw product have been shipped to the New York market from this point during the past month.

St. Augustine, Florida

At St. Augustine, shrimp conditions are generally fair. More boats have gathered here during the past month than at any

other port on the East Coast. Several Florida fleets have returned from Gulf waters, and things are being put into readiness for a good season. Catches here in the past month have been mostly mixed shrimp, with large catches one day and small catches the next. Unfair weather has curtailed all activity in the past ten days and the actual future remains a blank. However, it is most likely that, as catches will again be large within the next few days as they have in previous years, this city will again be one of the leading ports for the late Winter season. The high catch so far this season has been 120 bushels, taken by the *Clementine*, of the John Santos fleet of this city, with an 80 bushel catch taken by the *San Salvadore* of the Versaggi Son's fleet of Fernandina as the runner-up.

Georgia boats recently beginning operations in this city are: the *Restorade*, the *Marques Poubal* and the *American Beauty*, all of Brunswick, Ga. These boats are the property of Joe Sampicio, prawn dealer. Other fleets returning from Gulf waters include the John Santos fleet of five boats. The boats are the *Vagabond*, the *Clementine*, the *Arizona*, the *Tartar* and the *Whoopee*. The trip ordinarily requires twenty-one days; however, it was completed by the *Clementine* in a record time of ten days.

Four boats of the fleet of L. P. Maggioni & Son, of Savannah, Ga., largest packers on the East Coast, passed through Fernandina, Dec. 1, enroute to St. Augustine, Florida, where they will prawn fish throughout the Winter season. More than twenty-five boats are operated by this firm.

The Luther Bennett Shrimp Company of Fernandina, have transferred their fleet to St. Augustine, where a branch packing house has been maintained. The boats are the *Josie Bell*, the *Superior*, the *Catherine Jean* and the *Sea Ranger*. The fleet is expected to move further South as the shrimp begin to migrate to warmer waters at a later date.

John Santos, one of the largest raw dealers on the East Coast, has returned to St. Augustine from Texas City, Texas, where his fleet has been prawn fishing during the Summer months.

New Type of Net Aids Florida Fishermen

The Gulf Coast Try Net recently brought to the Florida Coast by Florida fishermen is proving a help to the Florida shrimpers. Many of the larger prawn boats have put it to use and it is expected to be on practically every boat operating along the East Coast shortly.

The try net is made of ordinary webbing and is built something on the order of a shrimp net, with the exception that it is much smaller. It is in the shape of a triangle and has a spread of about three feet. At the bottom of the net is a straight bar which is used in the construction of the net and serves as a weight to keep the net on bottom.

In the use of the try net, it is thrown overboard following the shrimp net and, after a short drag, is pulled up to determine if shrimp are available in this particular spot. If the try net reveals no shrimp the large net is drawn in and drags are made elsewhere.

Both dealers and fishermen have become very enthusiastic over this net and are daily adding it to their equipment.

Menhaden Fisheries

Despite the fact that Menhaden fishing has almost ceased along the Florida coast, and the low price period is here, the Fish Meal Plant at Fernandina has reopened. This plant maintains two boats in continuous operation and have had suffi-



Photograph taken at New Smyrna, Florida, by Morris Rosenfeld, N. Y.

cient fish during the past month to operate the plant at two to three day intervals.

Prices of both the fish meal and oil have been fair. While several months ago there was no demand at any price, today there is a demand. Considerable oil has been shipped from this plant, with an average of two to three cars weekly during the past month.

Canning Conditions Fair

Canning conditions in North Florida are fair. The Brooks Packing plant in Fernandina reports its busiest month since it began operations several months ago. Many thousand cases of both the glass and tin pack have been packed and a carload of the glass pack has been shipped to the Chicago market.

New Plant Reports

The Oceanic Packing plant of Fernandina, which began operations several weeks ago, has made a most successful trial run, according to S. R. Merrow, president of the new firm. Continued operation at present has been delayed because of the installation of new machinery, which is to pack the glass pack. This plant, when in operation, is capable of putting out 300 cases daily.

New Boat Launched

The *Alexandria*, a 45 foot shrimper has just been launched from the yard of the Nassau Shipbuilding & Engine Company of Fernandina. She is powered with a 30 h.p. C-O Fairbanks-Morse engine, and has been sold to the Liberty Fish Company of Galveston, Texas, where she will be used in shrimping in Gulf waters.

Fernandina

The S. Versaggi Son's, East Coast prawn dealers, announced that their fleet would leave Dec. 2 for New Smyrna, where a branch packing house has been maintained. This fleet will include 12 boats.

Joseph Versaggi, of the firm of S. Versaggi Son's, has just accepted a position with Fulton Market in New York City.

John R. Hardee, Jr., Fernandina prawn dealer, has returned from the Gulf Coast where he has been operating a packing plant for the past six months.

The high catch taken in Fernandina waters since the weather cleared is eighteen bushels taken the night of Dec. 1, by the *Risorgere*, of the Chas. Bassetta Shrimp Company.

One of the largest schools of young trout seen in North Florida in the past two years has been running in Amelia River at Fernandina, during the past month. Prices have been 6c to 8c per pound and retailing at 12½¢ per pound. Young drum have also made an appearance on a small scale.

Largest Run of Mullet in Fifty Years

The largest run of mullet in fifty years was reported along the Wakulla line of commercial fisheries during the middle of November. Fishermen operating at some of the principal seine yards state that over 1,000,000 fish were caught in less than three weeks. Both the netters and seine yards are



The "Whoopie", 45-foot shrimper of the John Santos Fleet, of St. Augustine, Florida. She is powered with a 70 h.p. Cummins Diesel. Members of the crew are, from deck to stern, John Santos, owner, Felice Goline, Frank Thompson, Bob Thompson and Tong Smith.

handicapped in caring for the large amount of fish taken, it is said.

At Shell Point, where I. B. Raker of Crawfordville and A. B. Taff of Tallahassee operate a large seine yard, more than 50,000 were caught in a week. At Ochlocknee, another large seine yard operated by L. L. Pararo and Lamar Ferrell of Crawfordville and Lloyd Willis of Panacea, one week's operations netted more than 30,000 mullet. Reports from Mud Cove state that more than 70,000 were caught in seines there. Mud Cove is in Franklin County, and is operated by Morrison and Vause.

Gill netters at St. Marks report 100,000 caught, while netters at Spring, Creek have gone above 100,000. Netting crews elsewhere report from 1,000 to 12,000 per crew and about 20,000 caught at Skipper.

All fish houses are filled to capacity. Some crews have been given orders to shut down, while others are slowing up in order not to glut the market. Mullet this year are said to be larger than usual but few carry roe. The price is now lower than since 1914, but operators believe that they will be able to work out without injury to the business.

Ft. Pierce and New Smyrna

Now that December is here and cold weather is due, two Florida cities, Ft. Pierce and New Smyrna, are preparing for a large season. Shrimp operations in these two cities are being done on a small scale, the first carload of raw shrimp of the season leaving Ft. Pierce the first part of the month.



Some of the Maggioni Fleet at the Thunderbolt plant of L. P. Maggioni & Company, Savannah, Georgia.



The Gloucester dragger "America", Capt. Gilbert Lafford, one of the Northern fleet which has gone South. Operated by the Atlantic Supply Co. Powered with a 150 h.p. Wolverine Diesel engine and equipped with Hathaway winch, rigged by Harry Christensen with Whitlock cordage. The McLaughlin Marine and Oil Co. furnished the Kinney clutch, Philco batteries and the tank.

The actual fishing grounds are at Cape Canaveral, the midway ground between these two cities. Many boats have gathered at these ports, taking their choice as to which city to make their centre for the Winter fishing. Full activity is expected to swing in with a steady cold wave, when practically all Florida shrimp activity will be centered in this vicinity. Dealers from Fernandina, St. Augustine, and various Georgia ports, as customary in many years past, will transfer their fleets to this section. Boats recently making Ft. Pierce their packing centre are the Steven Anderson Fleet of Fernandina which has just returned from Gulf waters where they have been prawn fishing for the past six months. The boats are: the *Zepelin East Coast*, the *Sister*, and the *Atlas*, all 45 footers.

A fleet of more than 30 boats returned to New Smyrna, Nov. 30, with an average catch of 40 to 50 bushels. This is the first heavy run of shrimp since unfair weather set in along the East Coast Nov. 20.

New Fisheries Plant at St. Petersburg

An industrial deal involving \$250,000 and the expansion of the Hibbs Fish Co., pioneer operator of the West Coast of Florida, with plant and headquarters in this city, will make that corporation and its various activities a center of the fish industry on the Gulf of Mexico, it is reported.

The new cannery which is included in the expansion program will be the first of its kind in Florida. It will have equipment not for just one product, but for any sea food that finds favor with the markets of the world. It is expected to produce a very fine brand of smoked mullet; it will carry couquina broth, a most delicious and most invigorating natural iced cocktail or iced soup; it will take the valuable and heavy mullet roe and put this on the market with the other products of the plant, which will make its pack to suit the market in fish, clams and other sea products.

The fish meal plant not only will use waste material but also supply a much desired and highly valuable fertilizer for the groves and the farming development of St. Petersburg and its back country. Fishermen will have profit in bringing in

to the plant some of the many varieties of fish which hitherto were nothing more than a discard and a loss of time.

The picturesque Hibbs fleet will come forth from its haven in the fresh water impounding basins of Pillsburg Bros., on the waters of the Manatee river at Palmetto, to engage in the operations of the expanded organization. In the fleet are eight boats, 60 to 70 feet long, all two masters, auxiliary cruisers of the seagoing type. The fleet will come out after full conditioning, every boat a pleasing green, with white stripe and battleship gray deck. Each vessel will have a crew of eight men. These boats cruise for 14 days on their sailings, making their catches off the Tortugas Islands, Campeche Banks, the banks off Yucatan and the Antilles. The banks are usually about 90 miles off shore. Each boat carries from 12 to 14 tons of ice. Off the Tortugas, snapper and grouper are taken at 60 fathoms or a depth of 360 feet.

The officers of the organization are as follows: H. W. Hibbs, chairman of the Board of Directors; John A. Thompson, President; William Hibbs, Vice-President; M. K. Thompson, Secretary and Treasurer; Herbert T. Davis, General Manager in charge of operations.

St. Petersburg Fish Shortage

St. Petersburg fish dealers have reported a fish shortage. Fishermen in this city are busy in both bay and Gulf waters trying to meet the demand of local wholesalers who report a fish shortage of 400,000 pounds. One wholesaler has even advertised in St. Petersburg newspapers for 250,000 pounds of mullet.

Sharks, like men, over-eat on Thanksgiving and in this fact lies one of the strangest fish stories brought in by St. Petersburg fishermen.

George Kunkle and Alfred Linquist, fishing Nov. 26, in Tampa Bay, landed a 14 foot leopard shark with practically no effort. The fish, unlike others of its species gave no fight whatsoever.

After shooting it they brought it to shore and cut it open. In its belly were found 21 ducks, feathers and all, two big groupers and a wide assortment of smaller fish.

Sebastian

Charlie Viechio, shrimp dealer of Mayport, has opened a packing house in Sebastian for the Winter fishing. Sebastian is the closest port to Cape Canaveral, the Winter fishing grounds of the Southern fleet.

Do you know that fish cannot close their eyes and therefore are unable to sleep in the ordinary sense as applied to mammals. They have periods of less activity during the day at which time they rest.

New Orleans

A. Vezich, one of the oldest oystermen in the New Orleans section, has been in business here for 40 years. He owns one of the largest boats operating out of the Barricks St. Wharf, the *Protector*, powered with a 70 h.p. Mianus engine.

New Jersey Oysters

By J. R. Nelson

A RECENT inspection of the oyster seed beds of Delaware Bay showed that a very satisfactory set of oysters was obtained during the past Summer. The oysters set late, not striking until August 15th, but the extremely warm Fall has allowed them to grow so that there will be no doubt about their surviving the Winter.

Due to the dry weather and the resulting high salinity of the waters of Delaware Bay, the oyster drills are doing considerable damage on some of the beds in the lower part of the Bay, such as Egg Island Bed, Ledge Bed, Beadons Point Bed, and New Beds.

A heavy set of oysters was obtained on the Graveling beds of the Mullica River.

The Planters Oyster Company have practically finished rebuilding after a fire that partially destroyed their plant early in October.

Captain George Bell, of the firm of Tomlin & Bell, is constructing a shucking house on Maurice River. He has already started operations.

A. J. Parker & Son, of Tuckerton, are building a fine new oyster boat for their business of growing oysters and clams in Tuckerton Bay, Barnegat Bay and Great Bay. The boat is more than sixty feet long, with good beam, and will be powered with a fifty horse power Palmer gasoline engine.

Captain Arnold Cramer added a new dredge boat to his oyster fleet during the past year.

North Carolina Oyster Industry Promising Virginia Trawling Activities Resumed

By Sandusky Curtis

OYSTERS, their habits, customs, peculiarities, likes and dislikes, and, in fact, complete records, are being made the subject of interesting studies by Dr. H. F. Prytherch, Director of the U. S. Bureau of Fisheries Biological station at Beaufort.

The investigators cement one side of the shell of an oyster to a brick in a glass basin of water. To the top shell they cement a small rod, which is connected with proper mechanism to a point which rests on a blackened revolving cylinder. They turn on the mechanism and add a little stimulant to the water. The oyster, stimulated, writes a dizzy record on the revolving cylinder, thus recording his reactions to the stimulant. They watch his growth and development and thus find the type of water best suited for oyster farming.

They go out into the sounds and river mouths, get samples of waters and of oysters growing in such waters and in this manner determine the kinds of waters in which the oysters thrive best and develop the best flavors.

"It will not be long before much of the bottom of the inland waterway in this State will be planted in oysters, as much of the area through which it passes is admirably suited to oyster growing," said Dr. Prytherch, on a recent trip of water and oyster inspection, adding that this will offer employment to hundreds more North Carolinians and furnish an edible, palatable and healthful food to many thousands.

"The oyster has about all of the health and strength-giving qualities needed by the human body," Dr. Prytherch said. He is authority for statement that an oyster drinks 12 gallons of water a day. The water passes between the bivalves and the oyster takes from it all desirable animal and vegetable matter it contains. The oyster contains such desirable acids as are found in fruits, plenty of albumen, and the dark part, often referred to as the entrails, is the liver, containing plenty of iodine, he said.

Capt. John A. Nelson, Fisheries Commissioner in North Carolina has been on the survey with Dr. Prytherch, and is much interested in the work that is being done. Modern methods of oyster farming will be the next development, as the present stage of the investigations is the seeding problem, this being designed to determine just where the seeds may be planted so that the yield may be as highly cultured as possible.

Enter the Trawlers

It is not now an unusual sight to see trawlers entering and departing from ports in Virginia. The reason is that the Fall and Winter trawling activities are being resumed on an enlarged scale. Discovery of the fact that there was a large feeding ground of the finny creatures just a few miles off Cape Henry resulted in large numbers of trawlers coming here last year for that purpose. This year is expected to see an increase.

As was true last year, Phoebus is expected to be the headquarters for the trawlers, with some of the Gloucestermen and the New Bedford boats coming to Norfolk. At the plant of L. M. Newcomb in Phoebus, additional provisions have been made for deeper channel approach.

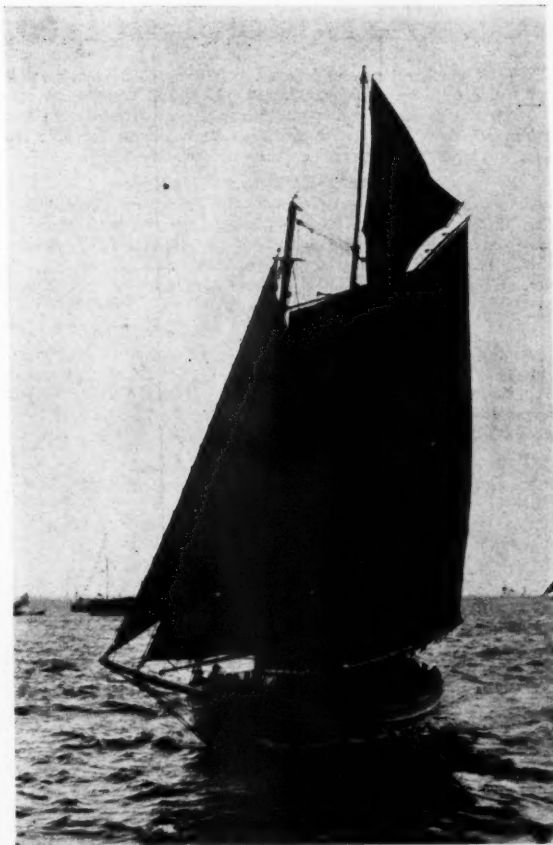
The trawler *Malolo* is having a Fathometer installed.

Seine Fishing

The hand liners have folded their equipment in this section, and the seine fishing has come back into its own at Ocean View and other points along the shore. The trawlers are bringing some into the market. Hog fish, blue fish, croakers and flounders are being reported.

Net Season

Another bit of action yet to be settled was off to initial stages when a large number of fishermen from Mathews County, Virginia appeared before the Fish Commissioner



The "H. E. Gumbel" owned by the Sea Food Packing Co. of Biloxi, Miss., photographed while sailing off the Gulf side of the Biloxi peninsula.

November 13 and protested against the proposed closing of the net season from June 15 to August 15. No ruling was given by the Commission and while a public hearing is expected on the matter, no announcement to that effect was forthcoming from members of the Commission. The annual report of the Commission is being drafted but none of it is to be made public in advance of its presentation to Governor Pollard.

Locate Chesapeake Bay Oyster Beds by Plane

Arthur Harris, Kent County aviator, has discovered a novel way of locating oyster beds.

While touring the Chesapeake Bay in this vicinity recently he noticed that although oysters cannot be detected from the surface of the water, they may be seen easily from the air.

Water acts as a huge magnifying glass through which the oyster beds appear greatly enlarged and are easily seen at the bottom of the bay.

Several oystermen have been taking flights with Harris in an effort to locate new beds. Spots found to be rich in the bivalves are marked as possible grounds for future tonging operations.

The uses of the airplane thus are increased by one. The process is believed to be an innovation which may result in the addition of considerable profits to oystermen in the bay.

New Superior Diesel Job

The trawler *Hilda Marie*, owned by Capt. E. O. Brex, which is well known in Norfolk, is in at the plant of the Moon Shipyard & Repair Corp. for the installation of a 350 h.p. Superior Diesel.

The *Hilda Marie* is 110 feet long, and has been operating in and out of this port for several years. Its owner and skipper are one and the same.

The trawler has a large capacity for fish and is fitted up unusually well. Mrs. Brex makes trips frequently with her husband and is well informed on the fishing business.

On The Boston Fish Pier

THE mackerel season is over. The catch of mackerel by the fleet up to Nov. 27 was 36,145,326 pounds, as compared to 42,480,429 pounds last year. The seiners have taken off their seines and given up that branch for this season. There was only one vessel out Nov. 27.

Southern Fleet Larger This Year

About 22 sail of vessels will engage in the Southern fishery this Winter for scup, butterfish, etc., compared with about 15 last year. News from the South the middle of November states that some butterfish had been taken, but no scup as yet. It is reported that a large steam trawler will engage in this branch of fishing this Winter.

Week's Landings Nearly Three Million

At the Boston Fish Pier during the second week in November 104 vessels brought in 2,906,200 pounds of fresh fish. For the first time in weeks, it was an increase over the corresponding week of 1930. In the same week last year, there were 93 arrivals and the receipts were 2,382,450 pounds.

Receipts for Week Again Ahead

For the week ending November 26 there were 95 arrivals

drowning when the vessel was 180 miles Southeast from Boston Light. Duke's foot caught in the gear and he was thrown overboard. Capt. Michael Foley reversed engines and the *Vandal* backed up close to where Duke was swimming. A life buoy was tossed him and he was drawn from the icy water.

"Luther Margaret" Dory Fishing

Schooner *Luther Margaret*, Capt. Albert Williams, which has been dragging several years, has changed back to dory fishing.

Capt. William Price

Capt. William Price, well known fishing skipper, passed away at Snug Harbor, N. Y., on November 27.

Being Overhauled

Schooner *Mary H.* and *Morning Star*, both of O'Hara Bros.' fleet have been undergoing an overhauling at the Fish Pier wharf.

Soon to Fish

Schooner *Joffre* is beginning to look like her former self and soon will be fishing.

"Boston College" to have a Cooper-Bessemer

A new Cooper-Bessemer 500 h.p. engine will be installed in



The "Boston College", one of the trawlers in the fleet of the Atlantic & Pacific Fish Co. Other trawlers operated by this Company are "Holy Cross", "Georgetown", "Fordham", and "Notre Dame". The "Boston College" is to have a new 500 h.p. Cooper-Bessemer engine.

with 3,917,950 pounds of fresh fish. In the same week of 1930 there were 94 arrivals and receipts of 2,561,900 pounds.

"Theband" Back on Job

Schooner *Gertrude L. Theband*, American contender in the recent International fishermen's races against the *Bluenose*, has been fitted again for fishing and sailed for Boston to complete fitting out for dory and line trawl fishing. Capt. James Abbott is in command.

"Thomaston" Changing Over

The schooner *Thomaston*, Capt. Matthew Richard, will haul out of handline codfishing and change over to some other branch of fishing.

Two Craft Slightly Damaged

Two fishing vessels were at Halifax on November 23 for slight repairs according to information received. They were the haddock *Louise B. Marshall* and the Boston trawler *Amherst*.

The *Amherst* fishing off Sable Island damaged her hoister and had to have it repaired before she could continue fishing. The *Marshall*, according to advices, grounded on Seal Island and when she floated on the high tide was leaking a little, so her skipper decided to run her to Dartmouth and haul her out on the ways for caulking.

Had Narrow Escape

James Duke, a member of the crew of the dragger *Vandal*, in at the Fish Pier on November 23, had a narrow escape from

the *Boston College* at Richard T. Green's Shipyard in Chelsea. The *Boston College* is one of the Atlantic & Pacific Fish Co. fleet of trawlers.

Duck Flew Aboard

Aboard the New Bedford dragger *Vandal* when she arrived at the Boston Fish Pier from South Channel was a duck of the Cackaway species. Capt. Michael Foley said the bird evidently driven offshore by strong winds, flew against the mainsail and dropped to the deck stunned. The bird had black plumage, with a white ring around the neck, and white-tipped wings. As the bird was being photographed it took to its wings and flew out over the harbor in a Southerly direction.

Fisherman Spent Week Inspecting Aquarium

Joe Silva of Providence has spent the 40 years of his life in the fishing industry. Recently he returned from his first visit to New York, and told friends he had spent the week inspecting the aquarium.

Capstan Hauled Up in Drag

On the deck of the beam trawler *Flow*, in at the Fish Pier on November 12, was a heavy iron casting, badly rusted from long immersion, which was fished up in the trawl from the ocean bed on Georges Banks several days previous. The object was six feet long, a foot wide and weighed several hundred pounds. It is believed to be an old-fashioned cap-

stan belonging to some vessel that sank in the vicinity many years ago. There were no identifying marks.

Capt. Clifford Hopkins

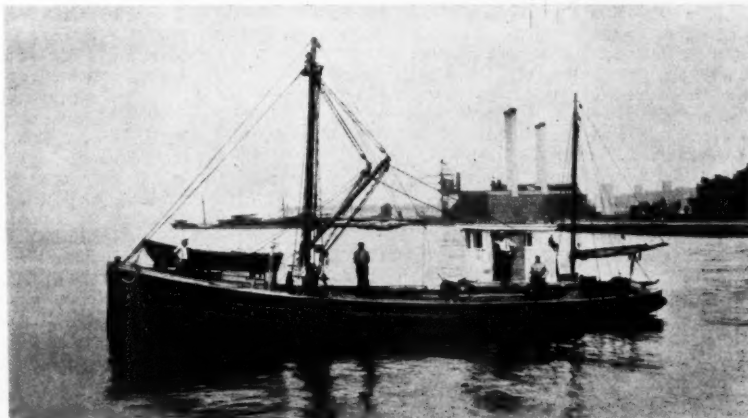
Flags on the Administration Building were flown at half mast on November 12 in respect to the memory of Capt. Clifford Hopkins who died at his home in Neponset. He had been ill for some time, and formerly commanded the *Teazer* and other Boston and Gloucester vessels. The body was sent, to Barrington, N. S., for burial.

Restored for Service

The *Lady Kelvin* has started another phase of her long career. Built in this city in 1898, she served for years as a fisherman out of here. As a yacht she was long familiar in Cohasset Harbor when her name was *Cynthia* and now, rebuilt and refitted, she was moored off the Boston Yacht Club this Summer—a forty-foot black schooner, new in appearance but with a certain old-fashioned air that is emphasized by her high-stanchioned rail.

Wilfrid O. White, of Boston, by profession a compass maker and by avocation a yachtsman, rescued the old vessel when it had seemed that her useful days were over. Building up from the original hull of oak, he had her restored to make her again fit for the sea.

The "*Sally Lee*", built for scallop fishing for Capt. R. Jacobsen of Brooklyn, N. Y. Length, 58.2 ft., beam, 15.5 ft., depth, 5.3 ft. Powered with a 70 h.p. four cycle, mechanical injection, Atlas Imperial Diesel engine.



Hendron Process to be Installed in Booth Plant

The Hendron Freezing Process is the result of deep and exhaustive study and experiment on the part of P. L. Smithers, President, and W. J. Hendron, Chief Engineer of the Booth Fisheries Company, and from these studies and investigations, experimental machines have been built and perfected to a stage where the Company has deemed it advisable to construct one of these Freezing Systems for use in their Cold Storage plant at 121 W. Kinzie Street, Chicago, Illinois.

Due to the highly satisfactory results obtained from the Hendron Freezing System, the Company has secured United States Patents to cover this System, and arrangements are being perfected for Patents for all foreign countries.

The results obtained from the use of the Hendron Process in their Chicago Cold Storage plant have been so marked that it has been decided to install three of these units in their plant at the Fish Pier.

The Booth Fisheries Company have arranged to supply the Hendron Freezing System to other companies and industries for the freezing of fish and other edible products, either on a royalty basis or as an outright sale.

The Booth Fisheries Company will stand back of their Patent Rights covering the Hendron Freezing System and will protect their Patent Rights and also the Rights of the users to the full extent of the Law.

Any information or inquiries regarding this system will be cheerfully furnished in a non technical reply that can be easily understood by anyone not thoroughly conversant with technical descriptions.

Inquiries should be addressed to P. L. Smithers, President, Booth Fisheries Company, 205 No. Michigan Avenue, Chicago, Ills.

The Vineyard Fishermen

By J. C. Allen

*The gray and drear November days
Of which the poet sang, long ago,
When all hands crouched around the blaze
Or shivered in the wind and snow;
Have seemingly become antique,
Outlawed, completely out of date.
Red-hot, the sun beats down this week,
The Summer lingers mighty late.*

THE effect of weather that brings along a second crop of pickles and vegetable soup is not as pleasant as anyone might think. True, there is some good in any kind of a wind, and the first seined trip of mackerel ever landed in Boston after Nov. 1st was hoisted out from the schooner *Old Glory* during the week of the twentieth, after she had been cruising a few days off Nomansland. As we got the dope, the crew shared something over four hundred berries and went out looking for more.

But our local fisheries are somewhat behind their schedule because of this dog-goned hot weather.

Cod

The cod are scattered all over the ocean and not having to huddle together to keep from freezing to death according to their usual custom, are not found congregated in any large numbers anywhere inshore.

Several of our hardy hand-liners have been out among them, men like Captains Ed Dalen, who usually sculls out around the Azores or Grand Canary, Gus Reinertson, who runs off as long as he can hit bottom with a four pound lead, and Dan Larsen, whose boat is somewhat smaller than the rest, and never runs over four hours after he drops the land.

Along with them, have fished such home-grown skippers as Ben Callton Mayhew, his brother Ernest, famous for keeping seventeen lines going when the fish bite good. This is the same hombre who eels with three spears, Norman West, who shoots coots, seven at a shot, and Donald Poole, whose injun mate, Norman Smalley, and himself, provide material for at least one good yarn a month. All this gang sail out of Menemsha Creek, Chilmark, and they all tell the same tale, only with variations.

Haddock

Down at Edgartown the schooners have gone about as usual, all except the *Hillman*, which has been laid up at her mooring through the wildgoose season. Capt'n Horace just has to be out among them when they fly. The others have taken quite a lot of pugs here and there, but the haddock haven't bunched up much more than the cod. To date, the only really respectable catch that was brought in, came aboard the *Malinda B.*, Capt'n Ike Norton.

There are plenty of fish, but not plenty of the desired varieties in the spots where they are wanted most. If cool weather shows up, all will be as well as can be expected, what

with depressions and moratoriums and submarine earthquakes knocking the bottoms out of everything from the market to the ocean.

Eels

Eeling seems liable to become as defunct an industry as sperm whaling. The ponds were never more full of the critters, and if they ran to a size that a man could catch and still retain his self-respect, they would crowd the water out over two-thirds of the surrounding country. It has been estimated that if all the eels caught this Fall on the Vineyard, were spliced together, end to end, they would form a cable long enough to reeve off a watch-tackle from here to Japan with slack enough to hang the mikado and half of his samurai. And it is further estimated that a half-inch sheeve would carry them all.

Scallops

The scallop season opened at Edgartown on the second of November, and is still going on, with prospects of better fishing during the month of December when new beds will be released. There were not as many scallops as common on the beds that have been fished, and the bivalves did not run to the usual size. The bulk of the catch, even on the opening day, ran to mediums.

This was a decided disappointment, but it is a foregone conclusion that even the largest size would not have brought the prices of previous years. There is never a good scallop market for Islanders, at least if the weather is warm, and it's probably just like that everywhere else.

However, as Harden Paul says, Harden is cook aboard the *Hillman*, "things might be a helluva lot worse". The gang don't have to buy much coal when the weather is moderate, and they don't have to wear many clothes. If the weather cools up, then the luck will rise, and that's that.

Seed Scallops Lost

Nantucket got hit a heavy wallop when an estimated 7,500 bushels of seed scallops were washed ashore in a blow, just before the first of the month. The town selectmen met, dug out some emergency money, and set all hands to work heaving the scallops overboard into safe waters, but they lost between three and four thousand bushels, just the same. It's pretty darned tough on fishermen to have a loss like that.

Longshore Gossip

Included in the longshore gossip are the following notes regarding our foremost citizens.

Captain John Salvadore of the schooner *3 and 1 and 1*, is moving with the family to Wildwood, New Jersey, for the Winter. Capt'n Salvadore has been doing very well with the sea-scallops down there and he claims that their brand of weather is a darned sight better than anything we have to offer.

Jiggs Estabrook of Edgartown, who spent all the early Fall outfitting for bluefish, went out for three weeks before the scallop season opened, and tried faithfully each day to catch some of the critters, but failed to get a bite. Longshore authorities claim that this is a record.

Capt'n Harry Peakes of Vineyard Haven, is still fishing his trap gear in Buzzards Bay. Up to the very after end of the month, he was catching butters and tinker mackerel enough to make it a paying proposition.

Manuel Swartz, distinguished designer of arks and argosies, of Edgartown, is completely off the list of the correspondent. Ever since the wild-fowl season opened, Manuel has been A.W.O.L., and has visited his home so seldom that his dog doesn't recognize him now.

Rod Cleveland of Vineyard Haven, whose weather predictions are always wrong, says that next month will be just like the last. All hands are laying in extra coal and wood, and banking up their houses. Rod is consistent, just the same, and still has a string or two of lobster gear over side.

Dan Manter of West Tisbury, one of the last of the breed of Great pond folks, caught a striped eel a while ago, which the correspondent termed a reptile. Folks on a neighboring island argued that this was a misnomer, but the correspondent still maintains that any eel that shows a white stripe the length of him must expect to have his parentage suspected.

Provincetown Traps Waiting for Good Haul in January

By J. C. Johnson

A RUSH to the traps started after Capt. Ulysses Simmons landed 103 barrels the last of October. Capt. Steve Roderick unloaded 71 barrels, Capt. George Brier got 90 barrels, and Capt. Simmons was again favored with a 60-barrel haul. Practically all the mackerel caught were half-pound fish. S. S. Sklaroff Co. shipped a total of 325 barrels.

This, however, was just another unexpected windfall, for the mackerel vanished as suddenly as they had made their mass entrance in the outer harbor. Large fish have passed up these waters this Fall, though Joe Ventura, dory fisherman, brought in a single 2½ pound mackerel from the Plymouth grounds on Nov. 21st. The mackerel run in this vicinity usually ends around Thanksgiving.

Prize Catches

A prize catch of the month was the 40 barrels of large butters taken from Consolidated Cold Storage trap, off Truro, by Capt. Manuel Meads. Butters were also taken from the Herring Cove traps in smaller quantities. Antone Martin got one of the best dory catches, 2,000 of haddock. Josie Silva landed 2,400 of pollock.

Traps to be Left Down During Winter

Even the young bucks here can remember Winters when Provincetown Harbor has been frozen solid; when one could walk from the end of Railroad Wharf to Long Point. But in recent years the local Winters have been milder and milder. An indication of this is seen in the growing tendency to let the traps stay down for the Winter.

The Herring Cove traps are being taken up, for there is still the possibility of great damage resulting from the wintry blasts in that region, but several traps will be left intact in the inner harbor this Winter. The few traps left standing last Winter caught a huge haul of herring last January, so the possibility of a repetition of such luck has decided several freezers to fish their traps throughout the coming cold months.

Changed to Dragging

Early in November a number of the dories chugged over to Plymouth seeking better luck, but after three or four weeks of very poor fishing they began coming home. The seiner *Wallace and Roy*, Capt. Will O'Donnell, turned to dragging and brought in 1,000 of cod and three barrels of flounders. The *James Burke*, Capt. Ted Newcomb, and the *Cormorant*, Capt. Needham Rogers, also have turned to dragging.

Capt. Gaspie Commands "Herbert Parker"

Capt. Frank Gaspie of this town, master of the schooner *Philip Manta* during the Summer, has taken charge of the schooner *Herbert Parker*, of Gloucester, for the Winter. He took 8,000 of blueback herring as bait here and left for the grounds off Shelburne, N. S.

Swing-Tail Shark Taken

A swing-tail shark believed to have worked its way up here from Southern waters, was taken from a trap by Capt. George Brier. The weird specimen with a long, tapering tail measured about fifteen feet. It was packed by the V. H. Heller Co. plant and shipped fresh to the Boston market.

Whiting Plentiful

There is plenty of whiting available, but practically no demand on account of markets being glutted by large catches from off the Jersey coast. Provincetown freezers are well stocked. Fisherman's Cold Storage has just started to turn out large quantities of whiting dressed, put up in packages.

Capt. Crawley's Opinion

Capt. Lawrence Crawley, of Provincetown's schooner, *Mary P. Goulart*, hopes the Fishing Masters Association in Boston, will come to some agreement to prevent wholesale catches of very small serod. He cited the recent instance of a beam trawler that arrived at Boston with 55,000 serod 7 and 8-inch size. Hospitals, prisons and other large public institutions, are constantly in the market for large lots of the undersized cod, principally because of the cheapness of the fish, all of which may account, in part at least, for the current scarcity of cod, Capt. Crawley believes.

New Bedford Fleet

By J. J. Killigrew

"Anna Perry" South

SCHOONER *Anna Perry* which has been fitted out for a Winter fishing trip in the South sailed in November. She will try the grounds around Cape May on her way to Portsmouth, Va., where she will make her headquarters.

High Liners

The New Bedford fleet of vessels were high liners at the Boston Fish Pier for Thanksgiving week.

Warned of Pinnacle Rock

Because of the finding of a pinnacle rock about 80 feet Northeast of the end of the center pier of the New Bedford and Fairhaven Bridge, pilots of deep draft vessels are being

at the entrance to Buzzards Bay, relieving lightship No. 42 which will be withdrawn. The light will be changed from acetylene to electric, and increased to 3000 candlepower from 480 candlepower. The fog signal on the new light vessel is a tyfon whistle, while on the old lightship it was a 12-inch chime whistle.

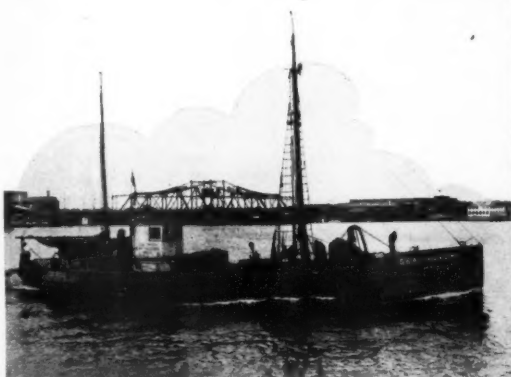
Good Catches

On November 30 half a dozen vessels arrived in New York with good catches of fish, among them the schooners *New Bedford*, *Katherine Saunders* with 75,000 lbs.; *William H. Killigrew* with 40,000 lbs, and the *Martha Murley*.

Two Schooners Sold

Schooner *Sea Ranger* was sold to Capt. Olaf Anderson, also owner of the *Dagny*.

Schooner *Charles E. Beckman* was sold to Capt. Ernest Peterson of Nantucket.



The "Sea Rover", of New Bedford, net coming in, net coming over and net being cleared. The "Sea Rover" is 84 ft. x 17 ft. x 10 ft., and has a capacity of 80,000 lbs. and accommodations for 8 men. She is equipped with a 100 h.p. Fairbanks-Morse engine and Fairbanks-Morse generators driven by a Davenport Diesel. She has Hathaway winches, fish hoists, gallows, bollards, etc.; Willard batteries, Hyde propeller, Laughlin steerer, New Bedford and Whitlock cordage, Marine Household range, Kelvin & Wulfrid O. White compass, Hathaway doors, and Grimsby nets furnished by D. F. Mullins.

warned to use the Western draw openings. The discovery of the rock, minimum depth of 23.8 at mean low water in mid-channel, was made by U. S. engineers.

Capt. Johannson takes Command

Joseph B. Johannson, formerly captain of the *Yankee*, is now in command of schooner *William H. Killigrew, Jr.* Capt. John Williams will stay ashore during the Winter to take care of his shore business.

"Addie May" to be Repaired

An accident forced the auxiliary fishing schooner *Addie May*, Capt. Louis Doucette, to return to the Boston Fish Pier from Georges Banks with a catch of 8,500 pounds of fish. The vessel had been on the fishing grounds only a short time when the accident occurred. The vessel later went to New Bedford for repairs.

New Lightship in Place

The new Hens and Chickens lightship No. 74 left the Light-house Depot in Chelsea on November 8 to take up its station

Noank, Connecticut

By Neil Morrison

CAPT. Paul Warson in his boat *Dewdrop* went out to the fishing grounds on November 6th to try his luck at bluefish. He says that he had a dream one night that bluefish were still around, and he was right, for he caught 50 fish, which weighed about 250 lbs. This is very unusual, as bluefish have never been caught in the Race so late in the season. The fishermen say that it will be a mild winter, due to the fact that bluefish were caught so late in the year.

Fishing boat *Owl*, Capt. Bob Grant, came in from the fishing grounds recently, with 17 barrels of flat fish and a monster porgie with a black head. The fish was 14 inches long, 7 inches wide and weighed 13 lbs., 4 ounces. It is reported to be the largest porgie ever caught in this vicinity.



LEFT: Capt. J. Henry Larkin, formerly skipper of the "Mayflower", now manager of the Port Clyde Fish & Cold Storage Co., Port Clyde, Me.

CENTER: Capt. Paul Warson of the boat "Dewdrop", Noank, Conn.

RIGHT: "Mickey" Hall, a native of Halifax who migrated to Gloucester at the age of 12, more than 40 years ago. "Mickey" holds the distinction of being the only man who has sailed aboard all American vessels in competition with Nova Scotia craft for the championship of the North Atlantic Deep Sea Fishing Fleet.

Maine

Sardine Pack for 1932 to be Good in Quality and Quantity

By Alfred Elden

MOST of the sardine factories shut up shop November 1. The Brawn Co. and the Willard Packing Co., Portland, the Royal River Packing Corp., Yarmouth, and the Wass & Stinson Canning Co., Prospect Harbor, took fish through November when they were able to get suitable stock but their operating hours were irregular. Up to Nov. 1 the American Can Co. delivered 722,000 cases of cans and packers agree that this figure will be practically the total pack of the Maine factories for 1931. This is about 40% of a normal pack.

Over at Lubec The Booth Fisheries Co. which has not recently operated there or at Eastport has moved the last of the sardines it packed there two seasons ago and has sent them to Eastport to be cartoned and shipped on orders. The Booth Company still has large holdings at Lubec including the all concrete factory "B" one of the best on the coast; also factories "C" and "A".

A. M. G. Soule, chief of the division of inspection, Maine's Department of Agriculture, referring to the recently ended sardine season says: "Because of the exceptionally fine quality of the fish packed this season it would be safe to predict that the 1932 pack will not only be of good quality but also much larger than this year."

Lobsters at Bargain Prices

Lobsters a luxury? Well, not so you would notice it this late Fall. The closing days of November and the opening ones of December found the local newspapers featuring bargains in fresh live lobsters. Many retail stores piled show windows high with splendid looking crawling crustaceans priced at from 26 to 28c a pound! Ordinarily at this time of year the best price they could make would be from 45 to 50 cents a pound while Boston and New York would run from 60 to 80 cents.

The reason? A record breaking supply of Maine lobsters? No. First, perhaps, general business conditions. The average family man knows that about this time of year lobsters generally soar into the luxury class. And a lot of us are denying ourselves luxuries just now.

A decided slump in the demand for lobsters started the thing. Maine lobsters are not scarce; neither are they par-

ticularly plentiful. Just a fair supply, say the dealers and fishermen. But even at that the market can't absorb them. Around Penobscot Bay the fishermen are being paid 16 cents a pound by the smacks while along the West coast the quotation is from 18 to 20 cents—more often 18.

Things were none too good for Maine lobstermen earlier in the Fall. But the real bomb exploded when November 15 arrived. That meant the opening of the Charlotte County, N. B., lobster fishing season which includes Grand Manan, the North Shore and all the West Isles. More than 40,000 traps went down at Grand Manan alone and they will stay down until next June 5. Now, with the arrival of December, sections of Nova Scotia are also opening to the lobstermen.

Not only is Canada overwhelming us with its lobsters, but it is also adding a fast growing and equally threatening side line of lobster meat picked out of the shell and shipped quick-frozen, and wrapped in cellophane, all over the States.

Some day those who can make and unmake tariff laws or regulatory fisheries measures may awaken to the menace which Director of Sea and Shore Fisheries, H. D. Crie, has been pointing out to them for more than a year. As he says, unless something is done about it the New England lobster industry is due for a speedy exit from the scene of fishing activity. Maine, having the most lobstermen and handling by far more lobsters than other states, is the hardest hit.

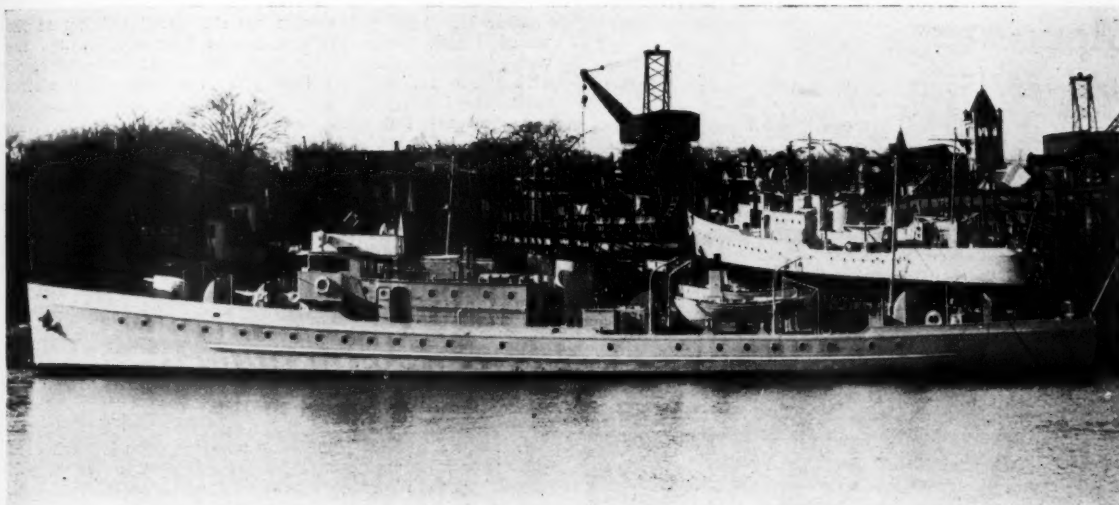
Two Interesting Lobster Pounds

Cundy's Harbor, in Lower Caseo Bay, is pretty well known as a fishing port and as a Summer resort. It is close to the mouth of the broad New Meadows River and a charming spot. For a good many years Robert S. Watson has operated a grocery store there and is known to countless vacationists and native residents.

But if Mr. Watson is a groceryman primarily it doesn't stop him from having a most interesting side line. This is lobsters. And in fact the former side line has come pretty near being the main issue these days. Mr. Watson, assisted by his son Sidney W. Watson, operate two well known lobster pounds, one with a capacity of 15,000, the other with 75,000 pounds of crustaceans.

It was back in 1920 that Mr. Watson built the small pound close to his home. He was able to utilize an abandoned wharf and a small breakwater so his engineering problems were not difficult. And when completed it was so close to the Watson menage that no keeper or watchman was necessary. Ordinarily about 12,000 to 13,000 pounds of lobsters are kept in this small pound.

Out of it lobsters are supplied to Summer folk, peddlers or to the wholesale dealers. This small pound proved very successful, so much so that Mr. Watson decided to plunge a bit.



New coast patrol boats "Thetis" and "Aurora", built by the Bath Iron Works Corporation, Bath, Maine, for the U. S. Coast Guard. Each is one of a group of seven which are approaching completion at the plant of the Bath Iron Works Corporation. Length overall, 165 ft. Vessels are propelled by two 6-cylinder, Winton, solid injection type, Diesel engines, 14 in. bore, 16 in. stroke, designed revolutions 450, revolutions on trial 475, injection pressure 7000 lbs. Auxiliary power is furnished by two 3-cylinder Winton Diesel generating sets, 15 k.w. capacity, engines 5 in. x 7 in. There is also one combination auxiliary generating set and air compressor 5 k.w. capacity. There are two independent auxiliary air compressors, Winton Model 177 and Winton Model 185.

About three years after its inception, rights were secured for a larger pound half a mile from Cundy's Harbor center. It required three years' work to complete the pound. Hundreds of feet of piling, planks and miscellaneous lumber went into it. Because of the tidal rise and fall, work could be carried on only a few hours each day or at low water. Neighbors shook their heads and thought Watson had bitten off more than he could chew.

But he kept on and in 1926 the pound was finished and stocked and ever since it has yielded a very satisfactory interest on the money invested. There is never less than six feet of water at low tide in the pound and the tides fill it freshly twice daily. These Cundy's Harbor pounds, like others, are generally stocked twice a year, in the early Summer and in the Fall. This insures lobsters when there is a good demand from the Summer trade and also for the hotels and restaurants during the cold months when only the minimum number of lobsters are being brought in by the Winter fishermen.

Pound owners have many ideas when it comes to feeding impounded crustaceans. Some believe once a week is often enough; others feed semi-weekly, but the Watsons serve meals three times a week. An immense supply of pickled herring is kept on hand for food. This is taken around the pound in a dory and distributed in the ratio of a bushel of fish to every 1000 pounds of lobsters.

In very cold Winter weather much care must be used to prevent the lobsters from freezing. Ice will form on the still surface of the pound and it must be kept broken up and shoved out through the sluices in the dams. Pounds must be kept scrupulously clean and at least twice a year when they have been emptied of their stock they are given a thorough house-cleaning. While the lobster itself is something of a scavenger when it comes to satisfying its appetite, it thrives only in the cleanest of sea water and where there is no decayed matter to contaminate.

The majority of the lobsters in the large Watson pound are sent to N. F. Trefethen Company, Portland, wholesale lobster dealers.

Smoked Herring Stands Busy

Nearly all the smoked herring stands at Lubec are busy and giving employment to about 300 persons. Fine fish for smoking are coming in from Grand Manan and some of the shops are working evenings to fill orders. After the Christmas holidays business is expected to drop off some as it generally does.

Scallops

The scallop season along the Maine coast opened Nov. 15 and the dredgers report the shellfish in fair abundance. At

Rockland the opening quotation was \$1.50 a gallon but at Portland the Casco Bay scallops brought \$1.75.

Manley Dyer and William Ricker, Great Chebeague Island fishermen, discovered a new scallop bed within a stone's throw of their homes in early December. On their first day's dragging they took \$136 worth.

Sea Salmon

Sea salmon have been making frantic efforts this Fall to get over a dam at Hampden in Sowadabscook Stream, a tributary of the Penobscot River near Bangor. Some weighing as high as 20 pounds have been caught by receding tides and left on the ledges open to the attack or feasting, of great flocks of seagulls. A fishway has been urged for this point for a long time. The swift water below the dam that now stops the salmon has frequently been reported as "simply alive" with the beautiful fish halted in their efforts to reach a spawning ground.

Shipping Frozen Mackerel

Manager John P. Kelley and crew at the plant of the Boothbay Harbor Fish & Storage Co. are shipping car lots of fine mackerel frozen this Fall and packed in boxes containing about 50 fish. The boxes are lined with white paper, tastily arranged, giving the box an attractive appearance when opened. Shipped in refrigerator cars they reach the market in as perfect condition as when frozen.

West Quoddy Head to Have New Beacon

West Quoddy Head light was established during the presidency of Thomas Jefferson shortly before the year 1800. Since that time its light, visible 20 miles at sea, has never ceased to shine. And now next Spring West Quoddy Head is to be the location of a new radio beacon. This will be an automatic radio transmitter which will send a fixed code signal at regular intervals day and night in clear weather and continuously in thick weather.

Personals

Capt. George I. Stuart and Audley Richardson who have been running fish for the Seacoast at Portland this Summer in the *Hazel Leah* returned to their homes on Deer Island at the end of the season.

Harry Canallis, steward of the Portland Yacht Club in Summer, has just received a new Jonesport model fishing boat which he will use out of Portland this Winter.

Richard C. Nunan

Richard C. Nunan, 54, Cape Porpoise, member of the famous Nunan family who for years operated a fleet of fishing schooners out of that port died at a Portland hospital after a short illness. He had been either a lobster or trawl fisherman all his life.

Gloucester

Dragger "Santa Maria" Newest Addition to Fleet

By E. A. Goodick

FRESH from the stocks at Damariscotta, Maine, built by J. D. Morse, the handsome dragger-seiner, *Santa Maria* came into port on November 22 under her own power and tied up at the Fort Wharf, where she was inspected by the many friends of her owners, Ben Curcuro, Peter Mercurio and Peter Carrasi. She is 86 ft. long, with a beam of 18½ ft. and a depth of 9 ft., constructed along the same lines as the *Rose and Lucy*. She has accommodations for 10 men and a capacity of 60,000 pounds. She is equipped with a 140 H.P. Fairbanks-Morse engine, Hathaway winch, gal-lows, bollards and stern bearing, Hyde propeller and Kinney clutch. Her owners will fit her out for dragging down South.

Chianciola Plant Damaged by Fire

Fire ravaged the fresh fish plant of John Chianciola, off Duncan Street adjoining the Parkhurst marine railways, on the morning of November 3. The loss amounted to several thousands of dollars, principally to the building, a story and a half wooden structure, which was badly burned in the partitions, side-walls and roof before the blaze was finally conquered by the firemen.

The room containing the heating plant was entirely consumed. The contents of the plant included fish boxes and a small amount of fresh fish, all of which was destroyed.

On November 5, with the ruins barely cold from the fire, John Chianciola, through a contractor, prepared to erect a new and more modern structure on his property.

The new building, 45 feet in width and 80 feet in length, was started as soon as work was completed in removing the remains of the old building.

By the erection of a building of this size, more wharfage space will be given for the setting up of Mr. Chianciola's gill net reels, which is essential to his rapidly increasing business. He has already given orders for another boat to be built at Essex.

Fitting for Dragging

Schooners *Theresa and Dan*, Captain John Hall, the *Mary E. D'Eon*, Capt. Fay D'Eon, the *Frank W. Wilkisson*, Capt. Jack Morris and boat *Catherine Grafeo*, Capt. Asa Baker, have hauled out of mackerel seining and are fitting for dragging South.

Thacher's North Light to be Dimmed

The Lighthouse Bureau has announced that the change in the characteristic of Cape Ann lights will become effective on February 1, 1932.

The north light will be discontinued altogether and the South light will be changed to show a group of flashing white with five flashes every 20 seconds. The light will be of 160,000 candlepower and probably electrified. An electric cable was completed from the mainland to the island some time ago and current furnished the homes of the light keepers. The next step will be the changing over of the light to electric illumination.

Skipper Pine, Guest of Newspapermen

Capt. Ben Pine and Capt. John J. Matheson and Nathan B. McLoud were guests of the Allen Winter Associates, an organization of Associated Press and Boston newspapermen at their annual dinner at the Hotel Essex, Boston on November 18. It was "Naughtycal Nite" with Tom Horgan, Associated Press staff writer who covered the recent schooner races, as master of ceremonies and the two famous skippers as guests of the evening. For souvenirs each one present received an 8 x 10 reproduction of schooner *Gertrude L. Thebaud* at a racing angle, with a smiling likeness of Capt. Pine astride the mainmast head and appropriately labelled "Ben Pine, Skipper Extraordinary, Our Guest". The original from which the cards were made was presented to Capt. Pine.

Dragger Damaged in Explosion

An explosion, followed by fire, caused a damage of several hundred dollars to the dragger *Annie and Josephine*, lying at the Old Proctor Wharf, Commercial St., on No-

vember 11. As the tide went out the vessel tied up at the wharf, listed, caused the gasoline to flow out through the vent pipe and down into the bilge, filling the hold and cabin with strong fumes. An hour after the men left a violent blast was heard, caused by the explosion of accumulated gasoline fumes below the deck and ignited by the heat from the stove. The cabin house was lifted several inches.

Schooner Ashore Is Floated Again

Running to market in a thick fog on November 21 the local shore fisherman, schooner *J. M. Marshall*, Capt. John T. Marshall, of Rockport, hit hard on a shoal off North Scituate and for a time it was feared that she would be driven onto the rocks and suffer considerable damage. Fortunately the craft was only strained a bit and although leaking somewhat, it was not enough to get ahead of the pumps which were kept going all night.

Capt. Sumner J. Cobbett, of the Coast Guard station, was the first over the side of the *Marshall* and under his direction his crew rigged an anchor which they let go over the stern so that the schooner would not swing broadside and drift onto the reef.

All night the Coast Guard stood by the stranded schooner and a tow boat was sent down from Boston to try to pull her off. On the high tide with the tug and a patrol boat both working to free her, the *Marshall* was floated.

"Lincoln" Caught Fire on Cape Shore

According to word received from Liverpool on November 22, the local seiner *Lincoln*, Capt. Wallace Parsons, was at that port badly burned forward and leaking quite badly. Two of her men, the skipper and engineer, were slightly burned.

The message stated that the craft was burned from the stem to the pilot house, all above the waterline. The seine and seine boat were saved. The crew was sent to Western Head for shelter and was to be sent home by the United States Consul at Yarmouth.

Capt. Frank Foote, of the *Old Glory*, after an unsuccessful cruise to the vicinity of No Man's Land looking for another trip of mackerel went to Liverpool to pick up the seine boat and seine of the burned seiner *Lincoln* and brought them back.

"Rhodora" Had Narrow Escape

After a narrow escape from being run down off the Nova Scotia coast, the local fishing schooner *Rhodora*, Capt. Frank Saunders, arrived at the Fish Pier on November 26 with 60,000 pounds of fish.

While the vessel was in a thick fog off Cape Sable, a large steamer bound to the Westward swept past the vessel's stern. Men on the fisherman could hear the vessel as she appeared and sounded their foghorn. No one on the steamer apparently heard the signal for there was no response. There was not more than 50 feet of clear water between the steamer and the schooner.

Frederick E. Morris

Frederick E. Morris, general manager of Davis Brothers Fisheries Company, a subsidiary of O'Hara Bros., of Boston, passed away suddenly at the Addison Gilbert Hospital October 31. He had been taken there the day before, acutely ill, and it was found necessary to operate, but he did not survive the operation.

For years he had been an outstanding figure in the fish business of the city and was prominent in the fish trade in Boston where he had many important connections. He was president of the Gloucester Fisheries Association and a member of and zealous worker of the American Fishermen's Race Committee. He was a part owner of the fishing schooner *Gertrude L. Thebaud*.

"Squanto" Total Loss on Newfoundland Coast

Schooner *Squanto*, Capt. Walter Parsons, bound for Bay of Islands, Nfld., for a cargo of herring, went ashore at Flat Bay, in the Bay of St. George on the West coast of Newfoundland, is full of water and will probably be a total loss. This information came in a brief message from the skipper to Capt. Ben Pine of the Atlantic Supply Co., agent for the vessel. The crew of seven, including the captain, is safe.

The *Squanto* was an old vessel and a flier in her day. She was owned by the Central Wharf & Vessels Co. and Capt. James Nickerson, and was valued at about \$20,000. The craft was built in Essex in 1902. She was equipped with auxiliary power, measured 133 tons gross, 81 tons net; 105 ft. long, 24.6 ft. in width and 10.8 ft. in depth.

"AMCO" ROPE.

Will Not Freeze Up Hard In Cold Weather

Users of rope everywhere, particularly fishermen, are beginning to realize the great advantage in being able to obtain rope that will withstand all kinds of weather and remain easy to handle under the most adverse conditions.

With the winter months not far off, those using "AMCO" Treated All-Weather Rotproof Manila know that their rope will not freeze up hard in cold weather which means easier handling and also adds to the efficiency of the men using the rope.

As proof that "AMCO" when put to the most severe freezing test retains its softness, we quote from a letter received from the Galveston Ice and Cold Storage Company of Galveston, Texas, as follows:

"There were placed in a barrel containing water two samples of 3 3/4" cir. "AMCO" Treated Best Manila Rope, also two samples of 3 3/4" cir. Regular Manila Rope. The following day the contents of the barrel, left undisturbed for 24 hours, were examined and the samples of "AMCO" Treated Rope were found floating on top of the water, whereas, the samples of Regular Untreated Rope had sunk to the bottom of the barrel. The four samples of rope were then transferred to our refrigerated room and deposited on racks therein. The next day, after remaining in the refrigerated room which registered sub-zero temperature Fahrenheit, the samples were again examined and it was found that the regular Manila was frozen stiff and entirely unfit for any practical use, whereas the pieces of "AMCO" Treated Manila Rope were still pliable and with but little handling same were tied into a knot, looped and in fact could have been worked for any purpose even to splicing same."

The fact that during the first twenty-four hours of the above test, the "AMCO" Rope remained afloat, while the regular Manila had sunk to the bottom of the barrel, proved that "AMCO" is really water-repellant.

The second part of the above mentioned test showed that in addition to resisting the action of water "AMCO" also resists freezing and retains its pliability under the hardest test that rope could be put to.

The "AMCO" treatment makes the rope not only water repellent and freezeproof but also retards the action of rot. Because of these exceptional characteristics, "AMCO" has been rightfully called by those using it not only the "All-Weather" Rope but also the—**SUPER-CORDAGE.**

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Oshawa, Ont. Invites Capt. Walters and "Bluenose" to Visit Port

By H. R. Arenburg

THAT Upper Canada has been keenly interested in this year's international fishing schooner races is evidenced not only by the hundreds of telegrams received by Captain Angus Walters of the champion, *Bluenose*, but also by a formal and very pressing invitation from the port of Oshawa, Ontario, to Captain Walters, his wonder schooner and his crew to visit that port as guests of the thirty thousand people comprising the population of that city, when the *Bluenose* is expected to visit Lake Ontario during the Canadian National Exhibition of 1932. The invitation came through B. J. McCormick, Industrial Commissioner, and through R. W. E. Burnaby, Maritime Trade Commissioner in Ontario, and stated that the Oshawa harbor is now hav-



Crew of the champion "Bluenose", together with distinguished citizens of Lunenburg on the deck of the vessel. Rubber suits were presented to the Captain and crew by A. F. Kunstead, Truro, Nova Scotia, representative of the Kaufman Rubber Company, Kitchener, Ontario.

ing six hundred feet of sea wall installed in the inner harbor and also that dredging will take place this Fall which will double the present size of the inner turning basin and give it a depth of eighteen feet at the opening of navigation in 1932. The invitation goes on to say that yachting activities at this port are sponsored by the Oshawa Yacht Club and winds up with this sentiment: "We feel confident that Captain Walters and his crew will never regret giving us an opportunity to extend Oshawa's appreciation and hospitality by accepting this invitation."

New Brunswick Parties Offer to Buy "Bluenose"

Captain Angus Walters received an offer from parties in New Brunswick to buy the champion schooner *Bluenose*. As the Province of Nova Scotia has done nothing in connection with keeping this famous racing craft preserved for racing, it is understood this offer was made with this point in view, and a tentative price was asked.

Four Engaged in Fresh Fishing

Four of the Lunenburg fishing fleet are now engaged in fresh fishing out of Halifax. They are the *Ronald George*, Captain Dan Romkey; *Irene Mary*, Captain Leo Corkum; *Harriet and Vivian*, Captain William Deal and *John H. Mackay*, Captain Ornan Mossman.

Dogfish Prevent Line Fishing

Owing to the prevalence of dogfish all over the fishing grounds off LaHave, there has been nothing doing in line fishing for the past few weeks. The fishermen, who were expecting a run of Fall mackerel, were unable to set their nets because of this dogfish pest.

Schooner "Sesame" Repaired

The schooner *Sesame* which went ashore at Port Hood, was refloated, temporary repairs effected, and returned to her home port with a cargo of produce from Prince Edward Island. Captain J. L. Publicover of Dublin Shore is the owner of this vessel and she is sailed by his son, Captain William J. Publicover.

"Glacier" to be Used in Coastal Trade

The schooner *Glacier*, recently purchased at auction by Joseph Pettipas, sailed for the Bay of Islands, Newfoundland. The *Glacier* has been engaged in fishing out of Lunenburg for the past fourteen years and she will now be used in the Newfoundland coastal trade. She is in command of Captain Rose.

"Loyalist" to go Fresh Fishing

The two-masted auxiliary fishing schooner *Loyalist*, Captain Cleveland, arrived at Bridge-water and docked at the wharf of the Acadia Gas Engines, Limited, where she is having some repairs made to her machinery. The *Loyalist* returned recently from a swordfishing trip off the coast of Cape Breton, and Captain Cleveland states that he met with very poor results, the stock secured by the vessel for the trip amounting only to fifty dollars. This vessel will engage in fresh fishing out of Halifax.

Crew of "Canusa" Arrive Home

Captain George Himmelman and crew of the shipwrecked schooner *Canusa* arrived in Lunenburg, after leaving their sinking schooner a day out from Turks Island with a load of salt consigned to Lunenburg parties. They came home via Montreal. Captain Himmelman states that shortly after leaving Turks Island the schooner encountered a gale and started leaking. When the crew found that the schooner would eventually sink, and that very quickly, with the cargo she carried, they took to the three dories and were blown out to sea some three or four hundred miles. The boats kept together and for four days the men rowed day and night until land was reached. They landed at San Salvador.

Memorial to Capt. Spindler

A beautiful memorial window, the first of its type to be placed in Lunenburg, and also the first presentation of its kind to the edifice, was unveiled at Central United Church at a special dedicatory service. The window, suitably inscribed in memory of the late Captain Eldridge Spindler, a former successful fishing skipper of the Lunenburg Fishing Fleet who died suddenly in 1928, was presented by his widow, Mrs. Annie L. Spindler and was unveiled by her niece, Miss Edith Eisenhauer. Fittingly inscribed in lovely colorings, the memorial depicts a scene by the Sea of Gallilee where Jesus is saying to the fishermen "Follow Me". The Biblical inscription thereon reads: "And they left their nets and followed Him".

Schooners Discharging Cargoes

Schooner *Lucile M. Colp*, Captain Erlin Richard, has arrived here from Turks Island and discharged a cargo of salt consigned to Robin, Jones & Whitman, Limited.

The tern schooner *Edith Dawson*, Captain John Mahoney, from Turks Island, has discharged a cargo of salt consigned to Robin, Jones & Whitman, Limited.



New Board of Directors of the United Maritime Fishermen recently elected at the annual session in Halifax. First Row: A. A. Samson, Petit de Grat; Dr. E. Hamer, Central Secretary-Treasurer; J. A. Hanlon, President, Canso; Bruce Burke, Vice-President, Ingonish. Second Row: J. B. McDonald, Savage Harbor; J. Handrahan, Prince, P. E. I.; James Gallant, Little Lorraine; Dr. Cormier, Grand Etang; W. E. Webb, Havre Boucher; A. Dorien, Barachois; L. Loggie, Miramichi. Third Row: Norman Sollows, Port Maitland; and E. Taylor, Port Bickerton.

Halifax Has Convention of United Maritime Fishermen

By the Lurcher

THAT there must be a greater degree of organization among the fishermen of Nova Scotia and the Maritime Provinces, that they must co-operate as an organization with the farmers, miners, fruit growers and lumbermen, that the beam trawler must be eliminated from the sea and relegated to the scrap heap, in order to revive and bring order out of chaos, with better conditions among the fishing sections of these provinces, was the consensus of opinion expressed in the several resolutions which were passed at the second annual meeting of the United Maritime Fishermen, recently held in Halifax. Norman Sollows, of Port Maitland, Yarmouth County, director in the organization for Western Nova Scotia, conversed very freely with the writer regarding the activities of the United Maritime Fishermen and said he was much encouraged by the work which the organization was accomplishing. He is firmly of the opinion that, should it be possible to secure the necessary financial support, the members of the organization were surely travelling in the right direction to reestablish the fishing industry and eventually place it once more on a sound basis as a going industry. During the two days the fishermen were in session a great volume of business was transacted and many resolutions were discussed and passed. The beam trawler was one of the subjects which was very sharply debated. Owing to the fact that one of those vessels arrived in Halifax while the fishermen were there, they all had an excellent opportunity of seeing at first hand just what a fare of fish as brought in by the trawler really means. This vessel was reported in with a fare of approximately 350,000 pounds of fresh fish. When that trip was culled there were only about 100,000 pounds of fish that would be suitable for market purposes. The balance, either under marketable size or so mutilated that it could not be disposed of, went to the fish meal plants and was converted into meal. But that was not all. It was stated that the vessel, with its great nets, took on board about half as many again as was actually brought into port, but as the mass was all small fish, or unmarketable qualities, they were (all dead) swept back into the sea. In view of the above, the abolishment of the trawler evoked very sharp and severe discussion with the result that finally the following

resolution, passing unanimously, voiced very plainly the sentiments of the organization: "Resolved, that the United Maritime Fishermen, assembled in second annual conference, views with alarm the indifference of the Governmental authorities towards the repeated demands of the United Maritime Fishermen for the complete and immediate abolition of the trawler."

But beyond the action taken by the organization it is quite beyond the comprehension of many persons who have given the trawler situation close study, to understand just why the Department of Fisheries at Ottawa could take the very decided stand that it has in favor of the trawler interests. That those vessels have been the direct cause of breaking up the schooling fish and to a very great extent the means of depleting our fishing grounds, conceded to be the very richest in the world, is a well known fact to all who from these immediate shores, go down to the sea to catch the fish. It is not necessary for one to go to the once prolific fishing banks off this coast, to learn of such conditions, but all that is necessary is to consult any one of the several fishermen who operate a few miles offshore from points along the Bay shore of this county, such as Sandford, Short Beach, Port Maitland and others, and the writer will venture the statement that every fair-minded man, catching fish for a livelihood, will report that the fishing spots off those places are so badly depleted that they are practically ruined. On those inshore grounds a few years ago the fish came regularly at certain seasons of the year, but today they are not coming nor have they been found there in schools, as they were some fifteen or twenty or more years ago. Like all other changes which come to nature there certainly has to be a specific cause and there is one for this change among the fish. Those grounds were in years gone by looked upon as the natural spawning grounds and the fish frequented them regularly, but not so today.

Adds "Catherine M." to His Fleet

Laurence Sweeney, Yarmouth South's enterprising fish dealer and vessel operator, has just purchased in Halifax the auxiliary schooner *Catherine M.* and will add the vessel to his present fine fleet of schooners. Recently this vessel suffered some damage by fire and Mr. Sweeney will send the *Catherine M.* to Meteghan, Digby County, for thorough repairs and reconditioning. The schooner was built at Belliveau's Cove, in that county, in 1920 for the Catherine M. Shipping Company, Limited, but since then has changed hands several times. The *Catherine M.* measures 87.3 feet long; 21.5 wide; 10.5 deep and registers seventy tons. Since the purchase was made the *Catherine M.* has been towed to Yarmouth by the motorvessel *Alva J. Kenney*, of Westport.

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Above. A lot of power packed into a little bit of space—a typical Exide-Ironclad installation aboard a trawler. Short on beauty but long on wear. Made to give service, and it does.



Left. Cut-away cell of the long-life battery with the low upkeep—Exide-Ironclad. This construction is different from that of any other battery made—the reason for its long life and economy.



Right. Slotted rubber tubes like this make up the positive plate construction. Active material is held in, yet electrolyte flows freely in and out. Just as a net holds fish while water runs through it.

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The reliable performance of the Exide-Ironclad is due to its construction. No other battery like it (see cut-away cell above). The positive plate is composed of finely slotted hard rubber tubes. These tubes hold the active material, yet allow the electrolyte to pass through . . . like fish in a net.

For increased safety, economy and power plant efficiency many boats are being equipped with the Exide Floating Battery System. Find out more about Exide Marine Batteries and the Floating System. Send for instructive booklets today. Better yet, see the nearest Exide representative. There's one near every important coast and inland port.

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BATTERIES FOR EVERY PURPOSE

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Canso, N. S. Fishing Conditions Show Great Improvement

By Cecil Boyd

MY last month's letter had, of necessity, to be rather on the gloomy side, but I am very glad to be able to impart a somewhat brighter tinge in writing of local fishing conditions during November, a tinge which we hope will grow quite rosy before the fishing season closes for the shore boats. The bright spot in the picture during the past month has been the Fall mackerel fishing, which has been the best for a number of years. For several Falls past, the mackerel have not frequented this Bay to any worthwhile extent, but this season they came in and remained later than usual, the final catches being taken as late as November 21st. During the season they were very well distributed, about all the netters, with a few exceptions, getting a share, and some of the larger trap fishermen made some very good hauls.

The improvement in line fishing has not been so evident, but there has been a slight indication of better things. One week early in the month the weather moderated and permitted the fleet to get out for several days, with good fishing apparent, quite a percentage being haddock, but this school had left the grounds when the next fine spell arrived, although on the last fishing day (Nov. 25), the boats that operated on the outside grounds brought in fair catches, those on the inside areas being out of luck.

Canso Well Represented at Convention

The second annual convention of the United Maritime Fishermen was held in Halifax during the month, and much business was transacted of interest to the fisheries. Among the delegates from this section were Alfred Hanlon, President of the Canso Station, and Edward Power, of Canso; W. Jamieson, of Halfway Cove, Bruce Burke, of Drum Head. All the fishing districts of Eastern Nova Scotia were well represented, and in the selection of officers for the new year, Guysboro County is well to the fore. The new President is Alfred Hanlon, of Canso, already mentioned as President of the Canso Station, and the new Vice-President is Bruce Burke, of Drum Head, Guysboro County, who, as one of the Board of Directors last year, took a prominent part in the work of the organization. Dr. Richard Hamer, who has an office in Halifax, was reelected Secretary.

Vessels Operating for Leonard Fisheries

A few Lunenburg fishing vessels are operating at present for the Leonard Fisheries, landing at Port Hawkesbury. The schooner *Marshal Frank*, Capt. Frank Risser, and the *Shirley B. Corkum*, Capt. Foster Corkum, are two engaged in this work, and they are doing fairly well at the present time.

Cape Breton Swordfish

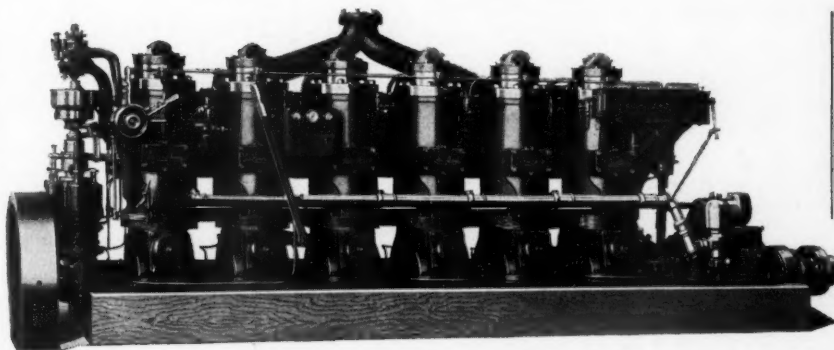
A report from Louisburg, Capt Breton says, "A total of 170,000 pounds of swordfish was shipped from this port during the season. The fish were mostly all large and the prices were much better than during the previous season. Vessels fishing from here did not remain as long as they did last season, for the weather much of the time was unsuitable for swordfishing, and largely accounted for the decreased landings."

North Sydney

The entire North Sydney fishing fleet was tied up at the wharves the first of December, after refusing to accept the reduction in prices by the two main buyers, The Northern Fish Company, and Leonard Bros.

The fishermen declare that the price asked for bait is too high, and refuse to go to the fishing grounds until a suitable settlement has been made.

The schooner *Bessemer* arrived from the banks with a catch around eighty-two thousand lbs., but did not land owing to the strike. The town fishermen refuse to accept prices lower than those paid to vessels hailing from outside ports.



Kahlenberg

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Digby, N. S.

Havens Survivors of "Edith and Elinor" Tragedy

By James F. Hillman

DEATH reached out in the Bay of Fundy early in the evening of November 25 and claimed six members of the crew of the Gloucester dragger *Edith and Elinor*, Capt. Simon Theriault, which went to the bottom four minutes after the bow of the British freighter *Gypsum Prince*, bound from Windsor, N. S., to New York, had cut a jagged hole in the dragger's hull.

Capt. Theriault and four members of the crew, and a man who was making his first trip to sea, were saved. The *Gypsum Prince* cruised around for three and a half hours, following the crash, but failed to find any of the six missing men.

Telling of a harrowing experience, the following survivors of the *Edith and Elinor* arrived in Digby on the morning of November 27: Capt. Theriault and Manley Goodick of Gloucester, Oscar Thibodeau of Weymouth, N. S., Bob Pitts, James Powers and Alex Stack of Boston.

Capt. Theriault, in an interview granted your correspondent, stated that the sinking of the vessel, but two years off the stocks at Essex, occurred about 10 miles out of Yarmouth near Baccaro light. Four men were on watch at the time, two forward and two aft. No sign of the steamer, no realization of its closeness did the men have until there loomed close beside them the high hull of the British freighter.

The momentum, however, was such that the freighter could not be halted nor her course changed and with a crunching sound her steel bow cut deep into the waist of the dragger. Almost before she struck, the life boats of the freighter hit the water and her crew rowed toward the schooner.

The bow of the steamer held to the jagged "V" shaped hole, then she backed out. Two sections of the *Edith and Elinor* pointed sky-ward and water rushed into her by the tons. Four minutes after the crash only a few bits of wreckage could be seen floating on the water, and although nothing was big enough for a man to cling to for any length, the boats of the freighter cruised back and forth over the spot where the Gloucester boat went down in a vain search for some of the six men reported missing. They are: Brantford Whynot and Joseph Rose of Gloucester, Ernest Gillian of Digby, James Brothers of Boston, and Guy Foley and Ulysses LeBlanc of Pubnico.

Fine Weather Great Help to Fishermen

The finest weather on record was experienced during November along the Digby-Annapolis coast, and it worked to the great advantage of the shore fishermen, enabling them to cash in on an improvement in the price of fish. Along about the second week of the month there was a big run of haddock along the Annapolis shores, many of the fishermen of Victoria Beach gathering in from 1000 to 1800 pounds of haddock, and on many occasions having 600 counter haddock a set, the price fixed at \$1.75. The good fishing was very welcome among the villagers and came at a time when it was surely appreciated. The scallop fishermen got lots of delicious shellfish, but the price was very low and it took a lot of dragging to make both ends meet.

Dredging Operations Around Sandy Cove

At the present time the big dredge is at work near Sandy Cove, and a lot of dredging will be done in that vicinity.

When the work is finished at Sandy Cove, the dredge will be moved to Victoria Beach where operations will be carried on near the pier. Proper dredging around the breakwaters is of vital interest to the boat fishermen, because it just means the difference between a good and a poor harbor for their boats and also for vessels. Large numbers of fishing boats seek the shelter of the breakwaters, especially in the Winter months, when sometimes the fishing is very good and profitable.

Blasting away the huge rocks at the Broad Cove breakwater will insure a much safer harbor for that village.

Netting for Every Fishing Use

**Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags
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Burnham's Tarred Lines
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154 W. Austin Ave.

New Brunswick Sardines Awarded Medal in Continental Europe Competition

By Chester A. Dixon

ALL three Charlotte County sardine factories, namely Connors Bros., Ltd., F. A. Farris & Sons, and George Eaton & Sons are still operating whenever suitable sized fish can be procured. The last two named concerns are small factories putting up a select grade of sardines and while the output is comparatively limited, the business from a local standpoint is of considerable importance.

Connors Bros., Ltd., ships its product to over one hundred countries of the world, and recently a large distributing house in England, supplied with ample capital, placed Connors Bros.' products on the markets. As evidence of the superior quality of Connors Bros. sardines, the Canadian firm recently was awarded the gold medal at the great Antwerp, Belgium, fair. Connors Bros. competed with the famous sardine packers of Continental Europe.

Lobster Industry Next to Smoked Herring

The opening of the local lobster fishing season on Nov. 15 caused the usual interest as to first day catches in different local fishing centers. The Deer Island and Campobello lobstermen received very little recompense for the energy and money expended in rigging up and setting their gear. The catch at the village of Leonardville, for instance, was said to be only 150 pounds of lobsters for the first day's fishing. Reports from Seal Cove, Grand Manan, state that the catch there the first few days was good and that more traps were set this year. Over 50,000 traps were set at Grand Manan last year and the lobster industry is now next to the smoked herring industry in value and importance. The lobster fishermen along the mainland shores of Charlotte County are doing fairly well, it is said. Prices are low compared to some seasons, the shellfish selling for from twelve to sixteen cents a pound.

Haddock and Cod Prices Increased

Line fish of all kinds continue to be extremely scarce in the Passamaquoddy Bay region. About twenty-five boats are line trawl fishing in St. Andrews Bay, the daily catches to a boat running from 100 pounds to 400 pounds of haddock and cod. The price paid for these fish was doubled recently when the boat purchasing fish for the Maritime Fish Corporation, Ltd., of Digby, arrived at Wilson's Beach and boosted the price of both cod and haddock to two cents a pound, buying direct from the fishermen.

Grilled Fish

The Matthews Canning Co., of L'Etete, has been putting up a new canned fish product called grilled fish. Several varieties of fish are put in the same can, such as cod, haddock and hake. The cans are of a size to meet all household requirements and are considered a good buy for those who like tasty fresh fish.

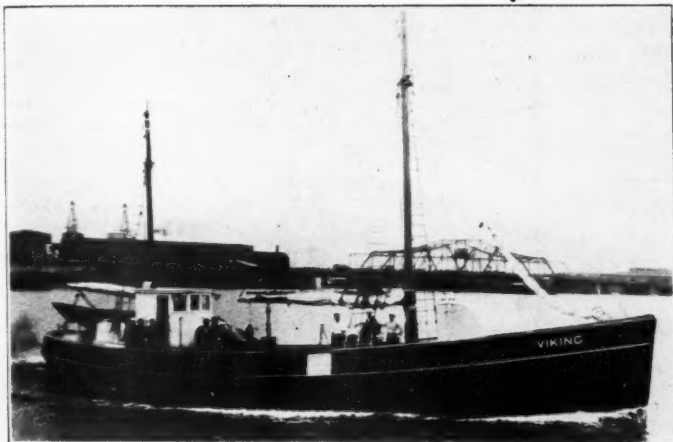
Grand Manan Herring

Herring for smoking purposes are being taken at Grand Manan. These are said to be of excellent quality. Some of the fish are being put up by local plants and others are being sold to Lubec, Me., smoked fish plants. The demand for smoked fish products has been somewhat better this year than it was last season, and considerable more activity is noted along the water front in the various villages where the curing of herring by smoking, and skinning and boning, is the major industry during the Fall and Winter months.

The Fisheries at Wilson's Beach

The Wilson's Beach trawl fleet fishing in the North Channel has been landing meagre catches of haddock and cod, these ranging from almost nothing at all to a scant few hundred pounds. Reports state that one or two of the Welchpool boats will go to St. John, N. B., where they will fish for Leonard Bros., using gaspereaux for bait. Prices at the above named city are somewhat higher than those paid by local buyers; namely, \$1.00 a hundredweight for hake and \$3.00 a hundredweight for haddock, it is said. Scarcity of bait has hindered local operations somewhat, herring of good quality being very scarce in Quoddy waters. Wilson's Beach handliners are getting small catches of cod at different points in the Passamaquoddy region.

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New Bedford, Mass.

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8 ft. draft

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Fishing

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Bridgeport, Conn.

New Brunswick

Lobster Canneries, New and Old, More Active than for Many Years

By M. E. McNulty

THE top prices to fishermen for live lobsters on the shores of Northumberland Strait this year have been 18 cents per pound for the shipping lobsters and 8 cents each for the smaller lobsters suitable for canning. Not in many years was the market so good for the canning lobsters. This was due to increased activity among the canneries, with several new plants in action, and others which had been idle for several years, reopened. The average price paid the fishermen by the canners was 7 cents. The average price for the shipping crustaceans was 17 cents per pound. The chief drawback during the season was that high winds marred the trap hauling, quite frequently. More lobster fishing traps were set in the strait than for any season during the past six years, and more buying was visible than for about the same period. The lobsters were quite plentiful. The price didn't come anywhere near the top price available two years ago, when it went up as high as 35 cents per pound, and the average rate was 25 cents. However, the demand then for the canning lobsters was very light, and the top price was 5 cents each. Among the biggest buyers of the large and small lobsters during the season were: Simpson, Roberts Company, Consolidated Lobster Company, A. B. C. Packers, Patrel Fisheries, A. C. McLoon Company, Burnham & Morrill, W. S. Loggie Company.

P. E. I. Oyster Fishery

Leases of parts of the shore of Prince Edward Island are being given by the Dominion Government to those who will do oyster farming. After investigating the possibilities of the big island for three years, oyster experts of the Federal Department of Fisheries have been convinced there is an excellent future for the oyster fishery around the shore of

the island, and particularly in the Malpeque Bay section. The experts of the department, headed by Prof. Needler, claim the oysters can be grown without much difficulty and at low expense. Three years ago the Provincial Government turned over control of the oyster zones of the island to the Dominion Government, and the investigation was started. The claim has been made that within ten years Prince Edward Island oysters will be grown to large volume, and be one of the chief assets of the island province. About a quarter century ago, the oyster fishery was in good condition on the island and shipments were being made all over the Maritime Provinces, also to Montreal, Toronto, as well as Bangor, Me., Portland, Me., and Boston.

Buctouche Oyster Fishery

Barnes Bros., of Buctouche, have been nursing along their oyster beds in the Buctouche zone, and shipments of their oysters are being made by the barrel to Moncton, St. John, Halifax and Montreal. The Barnes family have continued in the oyster fishery in spite of the famine in Buctouche oysters, and have succeeded in bringing the beds they have leased out of the ruck to an important extent. A quarter century ago the Buctouche oysters were being marketed all through the Maritime Provinces and also in New England and Quebec. Jim Barnes was a pioneer in oyster culture. Over-fishing has been given as the cause of the scarcity of the oysters at Buctouche and nearby Cocagne, by experts.

Prolonged Salmon Season Unsatisfactory

The extension of the salmon netting season on the Miramichi River, has been described as a blunder by some of the fishermen. Ten days were added. It was claimed the fish proved to be of such poor quality that the buyers offered only a quarter each for them. It would have been much better to open the season 10 days earlier, when the salmon would have been in good condition and command a good price. A lot more spawn would have been available without the extension.

Mr. Belyea Returns from Conference

J. Fred (Bollard) Belyea, one of Carlton's leading fish producers, has returned from Ottawa, where he had a conference with Deputy Minister of Fisheries William A. Pound, as the spokesman for the Fishermen's Association, of which he is president.

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Supply Otter Trawling Gear for Deep Sea Trawlers, Flounder Draggers, etc., Patent Trawl Boards, Patent Messenger Hooks, Long Line Fishing Gear, etc.

Everything Necessary for
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The Roamer's Diary

Two Jumps to Norfolk

STOPPING first at Newport, R. I., I found the skippers fishing for coal off the Rhode Island coast. Coal, instead of cod and haddock, has been the principal cargo of nearly every fishing boat along the Newport, Rhode Island coast since the discovery that oyster tongs could be used for maritime mining.

Six hundred tons of fine Welsh anthracite, jettisoned last week by the grounded British collier, *Baron Glenconner*, a half mile off Scarborough beach, has provided one of the richest fishing grounds on the Atlantic seaboard. The boats are averaging eight to ten tons a day and are gathering so thickly about the heap of sunken coal that today they were tied together in a great raft.

Ashore, the farmers are whistling for an easterly storm to wash in their share of the harvest, but there is no prospect of bad weather before the energetic fishermen have their cellars well-filled against a hard winter.

At one time 14 boats were moored off the coal bank, which is two miles east of Point Judith.

John F. Mack, wholesale fish dealer, of Newport, is one of the largest and best known dealers on the Atlantic coast. Besides owning and operating the *A. T. Sarrell* and the *Vigilant*, both steam vessels, and the *C. B. Tallman*, a Fairbanks-Morse equipped vessel, he is interested in many other fishing vessels. He has been in the wholesale business for 35 years, having started as a boy with such well known men in the fishing business as Charles Hardy, Bill Ryan and Bill Powers and several others.

Mr. Mack first started in business under the name of Tallman & Mack at Lee's Wharf, later starting the Tallman & Mack Fish & Trapping Co. on Spring Wharf. Upon the death of Chester Tallman, the Tallman & Mack Company on Spring wharf continued the same, but the company on Lee's wharf was changed to John F. Mack, Wholesale Fish Dealer, which is now under management of Chas. M. Bowman.

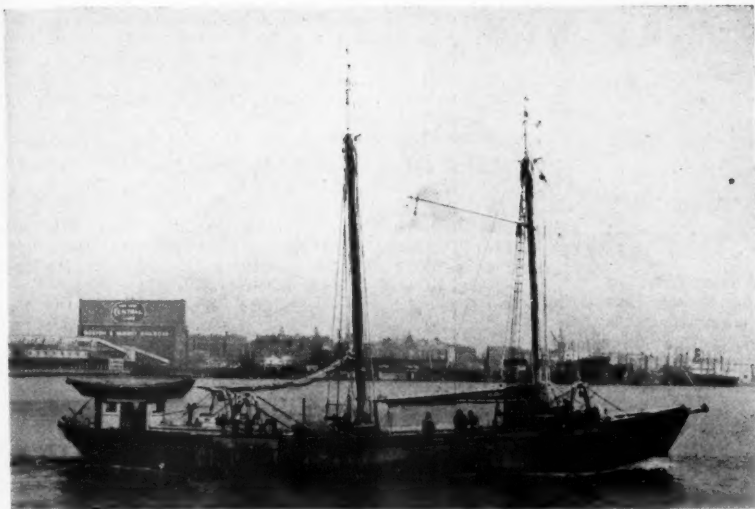
Although Mr. Mack is 63 years old he is on the job 24 hours a day when needed. He is director of the Peckham Coal & Ice Co., which furnishes most of the ice to the fishing fleet. The ice plant has a capacity of 55 tons daily, and storage for 500 tons. It is equipped with York Ice machinery.

Mr. Mack, with J. T. O'Connell, founded the Newport Oil Corp. to give the fishermen a real service on gas, fuel and lubricating oils. As distributors of all Shell products, they give tanker service to fishermen and yachtsmen. They are also distributors for Valvoline and Autoline. Many vessels from the Boston, Gloucester, and New York fleet tie up at Mr. Mack's wharf to sell their fish and take on supplies. Mr. Mack ships to the Philadelphia, Baltimore, New York and Boston markets by boat, truck and rail.

BALTIMORE

From Newport I jumped to Baltimore. Mr. Hill of Fairbanks-Morse & Co., and Mr. MacKenzie of The Linen Thread Co., were out of town, and I was sorry not to be able to see them. I was, however, fortunate in finding Mr. Chase, President of The J. S. Johnson Co., distributors of Wall rope and National Net and Twine products, also Mr. Fleck of Fleck Engineering & Sales Co., agent for Atlas Imperial Diesel engines, and Mr. Proctor of Proctor Engineering Co., agent for Washington Diesel engines.

The Baltimore City Fish Market, built by the City, was formed in 1904 and operates 26 wholesale stalls. Thomas E. Jacobs is master of this very fine up-to-date and sanitary market. Among the 26 dealers who comprise this market, which handles an extensive variety of fish, are: U. S. Stewart & Bro., E. W. Albaugh & Son, Geo. A. Albaugh Co., J. H. Sanner Co., Atlantic Fish Co., Booth Fisheries, J. W. Chew, Sanner Bros., Monumental Fish Co., T. J. Talley Co., J. M. Gressett Co., Geo. Battee & Co., J. J. Landsbury Co., Gordon Co., W. T. Friedburger Co., S. W. Lawder Co., Chas. Carroll, John J. Tuttle Co., Higgins & Watters, R. S. Brown Co., J. J. Seoggins & Co., Union Fish Co., and Independent Fish Co. The above mentioned dealers started in business in 1904. The business is mostly buying and selling, with but little commission business.



The test of a rope, as of a man, is sending it to sea. No matter how well it behaves in a laboratory, what counts is how well it behaves where you need it, and when. This is the test that has made New Bedford cordage a favorite with experienced fishermen for nearly a century. It is the test that makes our latest product—New Bedford Maritime Manila—a favorite with them today. They know they can depend on it.

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Anxious to see some of the captains of the many trawlers and draggers which have gone South for the Winter, I left Baltimore for Norfolk where I arrived at 7:00 A.M. Tuesday, December 1, after a hard trip down Chesapeake Bay in rainy and foggy weather. I called first at Tidewater Fish Freezer. R. C. Davis, the manager, remarked that the company had had a very good Summer.

From there I took the bus out to see Mr. Ballard of the Ballard Fish & Oyster Co. Both the Ballards were away but I had a pleasant chat with the assistant office manager.

G. S. Attwood, manager of R. R. Higgins Co., is operating a full crew. This company ships oysters all over the United States. Mr. Attwood was originally from Cape Cod, and is well acquainted in the trade through New York and all New England. While we were talking, Mr. Hopkins of W. L. Chase Company came in, and both he and Mr. Attwood told me how interesting the ATLANTIC FISHERMAN is to them.

At the Moon Engineering Co. they were busy on machine work. They, by the way, are dealers for Hyde propellers. They advised me to stop and see J. H. Curtis of J. H. Curtis Boat & Engine Corp.

Mr. Curtis was formerly President of the old Gas Engine & Boat Corp. and was its originator. The new concern will do all kinds of repairing on engines and vessels, both pleasure and work boats. They are equipped with two large marine railways, up-to-date machine shop, carpenter and electrical shop. They will build and design boats up to 110 feet long. They are agents for Kermath gas engines and Atlas Diesels, and carry a full line of marine hardware. Mr. Curtis has his yard pretty well filled up with storage and is doing considerable repair work.

My next stop was at W. J. Crosby & Co., Inc., wholesale packers and shippers of oysters and fresh and frozen fish. Mr. A. L. Bonwell is Treasurer and Manager. They have a very fine up-to-date plant and operate several run boats. Mr. Bonwell reports a very good Summer and is looking for things to brighten up a great deal with a little cold

weather. He is running a full crew and ships his products to all parts of the country. Previous to this Summer, Mr. Bonwell handled from 1000 to 5000 pounds of haddock each week, making his own fillets, but he has not handled many of late. He advised me that some of the other Norfolk dealers had handled large quantities of haddock in the past, and no doubt these dealers would again be in the market for several thousand pounds weekly, if conditions changed.

In the afternoon I hopped on a Brambleton car to get out to the shipyards. All the yards seemed to be busy. The Norfolk Ship Building & Drydock Co. had several work boats as well as a big steamship on the ways.

At the Moon Shipyards several fishing boats were undergoing an overhauling. Mr. Moon was out, but his assistant advised me that they read every copy of ATLANTIC FISHERMAN with interest. Mr. Moon was originally a New England boat builder, and is well acquainted with boat building all along the Atlantic coast.

Mr. Craig of Craig Bros. Ship Yard stated that this was their 28th year in that business. They have two marine railways, handle work up to 1,000 tons, and are agents for Fairbanks-Morse engines and parts, Columbian propellers and a general line of marine hardware. They maintain boiler, carpenter, machine and electric blacksmith shops. They recently completed three 65 foot tug boats powered with 210 H.P. Fairbanks-Morse engines. They were all designed by J. Murray Watts of Philadelphia. They also have the hull of a fourth tug boat of the same design finished. James H. Craig is President, and J. W. Craig is Secretary and Treasurer.

As it was getting late I started downtown but took time to stop in and say hello to Harry M. Willse of the Cold Spring Supply Co., Inc. Their main office is located at Wildwood, N. J., and their Norfolk branch is located on the Penn. R. R. dock. This branch is under the management of Mr. Willse. They opened for business about No-

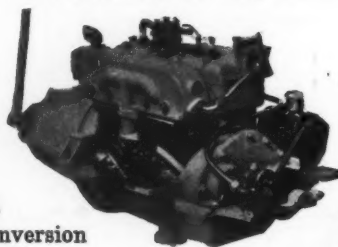


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vember 22 and will do a wholesale fish business, besides carrying fishermen's supplies. Capt. Sofi Pallazola was taking out a trip of fish there from his boat, *Angie and Florence*, of Gloucester. The fishermen are assured of the same fine courteous dealing they have always received at the Wildwood plant. George Reading is President, Axel Lindholm, Vice-President, and J. N. Laudeman is Treasurer.

Next I called to see L. B. Nye, President of Nye The Engine Man, Inc., located at 126 Boush St. Mr. Nye used to be manager of the Mianus Co. Norfolk office. He handles Gray, Regal and Universal gas engines, Atlas Diesels and Hyde propellers. Mr. Nye told me about selling 26 engines in 26 days. He recently sold two Gray engines to Buckroe fishermen, and one for Ocean View, all for the same type of boats. G. W. Austin is Secretary and Treasurer of the company.

Phoebeus

Went to Phoebeus and saw H. L. Gordon, President of Old Point Fish Co. Mr. Gordon was very enthusiastic about this Winter's fishing.

The Northern druggers are already hauling fish at the wharves of L. M. Newcomb Co. and Old Point Fish Co. and the best part of the Winter fishing is yet to come. Usually the best fishing starts about January 1 and continues until late Spring. Mr. Newcomb is also looking forward to a great season.

Both of these companies have very fine facilities for handling fish in large quantities—plenty of wharfage and accommodations for 10 large vessels at a time. They also have an ice plant on the wharf and carry a full line of fishermen's supplies. These companies ship fish to Philadelphia, Baltimore and New York, to the West and South, and are assured of a good market for any quantity of fish that is caught.

Summer fishing, both boat and pound, includes shad, croaker and herring, and a little later trout. The croakers run heavy from July 1 to September 1. Mr. Gordon says plenty of bluefish weighing from 3 to 6 lbs. are caught hand lining between June 1 and September 1. Some hog fish and Spanish mackerel are caught in the Summer.

Mr. Holston is Secretary of the Old Point Fish Co., besides being one of the partners.

I met Capt. Amero of the *Doris Amero* and Capt. Phillip Filletto of the *St. Teresa*, both Gloucester men. Capt. Fred Osterman of the *Anna C. Perry* came in just as I was leaving for Hampton.

Hampton

Here I called on H. F. Lewis & Son Co., and both Mr. Lewis and his son were busy around their plant. Mr. Lewis, Sr., showed me their new addition, a fine new building on the wharf of J. S. Darling & Son. The Lewis Co. runs a wholesale fish business both Summer and Winter. Some of the Northern druggers come in here. Mr. Lewis told me that they also handle lobsters and some of the druggers have caught in their drags lobsters weighing as high as 27 lbs.; seldom are any caught that weigh less than 9 or 10 lbs.

My next stop was to see Mr. Darling, of J. S. Darling & Son, who operates the marine railway. They do all kinds of repairing and building, and had just finished a fine dragger, the *Powhatan*. This vessel was formerly an oyster dredger, owned by J. S. Darling & Son Oyster Co., and was completely rebuilt into a dragger at the company's railway, under the direction of J. Wood Tull, manager of the Shipyard, who originally designed and built the vessel at Solomon City, Md. She is equipped with a 210 H.P. Fairbanks-Morse Diesel engine, an 8 H.P. Fairbanks-Morse auxiliary generator, New England winch and deck gear and Hyde propeller. Capt. J. J. Lawson is skipper and half owner.

Capt. Forrest, of the *Carrie M.*, was getting his gear ready for the Winter fishing.

Portsmouth

While talking with Sol Fass, President of the Isaac Fass Co., at Portsmouth, I was advised that at the present time there are fifteen druggers operating out of his plant, including *Anna M.*, *Anna May*, *Isaac T. Fass*, *Hustler*, *Friendship*, *Sea Rover*, *Hilda Marie*, *Mildred Silvia*, *Amelia M. Pereira*, *Reynor II*, *America*, *Anastatia E.* and several small boats. Some of the boats are bringing in good catches, but the best fishing

usually comes around the New Year. The Fass Co. has two ice plants, 150 ton capacity, York Ice Machinery, and has just put up a new building on the wharf to take care of extra draggers, and can take off fish from six vessels at the same time. It has also installed a 25,000 gallon tank on the wharf for Gulf and Puroil products and fuel oil. Mr. Fass added that the company carries all kinds of fishermen's supplies.

Hudgins & Son were taking inventory. They have a fine building on the waterfront, and carry as full and complete a line of yachtsmen, fishermen and ship supplies as any dealer on the coast. They also handle marine hardware.

William H. Swan & Son, Inc., Norfolk, are ship chandlers and carry complete line of marine hardware, fishermen, yachtsmen and ship supplies.

John E. Hand & Son Co., well known nautical instrument company, has a Norfolk office.

I visited Capt. Eagleton, who has a nautical warehouse in Arcade Bldg., near the Post Office, and is agent for U. S. Hydrographic Office and Coast Survey charts, also British Admiralty and Blue Back charts. Mr. Eagleton was captain on Prince Line boats for many years before going into business here, repairing instruments and compass adjusting. He is also agent for Ritchie compass, Walker Negus Loge Zeiss Binoculars, Seth Thomas clocks, and does a large mail order business.

Fred Harris recently opened a Boat Sales & Service agency in Selden Arcade, and handles Thompson boats.

National Iron Works do all kinds of shipsmith work and machine work on vessels.

J. D. Gales & Son wholesale and retail all kinds of marine hardware.

J. Leslie Gale is Vice-President of the Waterbury Co., Inc., Norfolk dealers of Manila Sisal cordage.

F. K. Carlton & Co., Inc., are distributors of Whitlock cordage.

Hudgins Dize Co., Inc., are sail and awning manufacturers.

I saw the Henry Walke Co., who are dealers of manila rope, and wire, at the Norfolk branch of Cold Harbor Fish Co., of Wildwood. They have several fluke boats. Capt. John Sanders told me that Capt. William Griek, of Long Island, was in Phoebus on a trip. Capt. John has made several nice trips since coming South. Capt. H. L. Schackelford of Gloucester Co., Va., had about 4,000 bbls. of fluke.

Boush Ice & Cold Storage furnish ice from their plant. R. S. Boudurant is manager of the plant.

G. T. Taylor's Marine Railway Corp. does all kinds of marine engine repairing.

The Berkley Machine Works & Foundry Co., Inc., do all kinds of marine engine work.

W. F. Dunn's Shipyard has a marine railway and is equipped to do marine engine repairing.

There is no occasion for any engine to be out of repair while in this vicinity.

I thought I had seen everything here, when I spied E. T. Lawson & Son's tanker, of Hampton, which services fishermen with oil and lubricants.

At Thomas, Va., is the Thomas Marine Railway, modernly equipped for work on fishing schooners.

At Newport News is the Southern Shipyard Corp., of which O. A. Bloxom is President. Mr. Bloxom is also President of the Virginia Sea Foods Association and Oystermen's Protective Association.

The Hampton Roads Shipbuilding Corp. is at Pinnars Point. H. B. Spear is Vice-President and General Manager.

Now I guess I am through here. I haven't seen everybody, but I have tried to. Hate to leave. Everybody has treated me fine; but I must keep moving, and I have lots of places to go.

Capt. S. H. Garretson, of Haleyville, N. J., has invited me to visit Bivalve, Maurice River and Shell Pile. I am due in Maryland, and fully expected to be there. But the cold weather is urging me South through the Carolinas and Georgia into Florida, so I believe I will finish up the year there. January will find me in New Jersey and Maryland. My next report will be entitled the Roamer in the South.

HATHAWAY Flax Packed Stern Bearings

A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

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Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

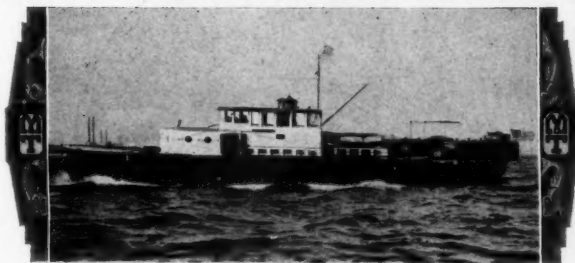
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Massachusetts

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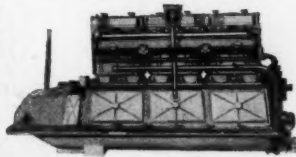
U.S. ARMY ENGINEERS AGAIN ORDER MURRAY & TREGURTHA ENGINES

It is indeed pleasing to include among our customers the U. S. Army Engineers, a department of government whose high standards and strict requirements permit the installation of only the finest marine engines.

In 1911, a pair of heavy-duty, four-cylinder, Murray & Tregurtha gasoline engines were installed in the U. S. Cutter WAH-TA-WAH. In 1929, after eighteen years of reliable, economical, satisfactory service, these engines were replaced by new six-cylinder Murray & Tregurtha engines that developed 130 H.P. at 800 R.P.M.—a fine tribute to the quality and dependability of Murray & Tregurtha engines. Although the WAH-TA-WAH measures 84'x15'x6' these new engines permit a speed of 15 M.P.H.

Complete information regarding our marine engines will be supplied on request.

MURRAY & TREGURTHA INC.
NORTH QUINCY, MASS.



DIESEL & OIL Engineering HAND BOOK

By Rosbloom

This standard book on modern Diesel and other classes of Oil engines is of greatest value to engineers and owners of Fishing and Commercial Craft. It is written in strictly practical language. Over 300 tables; hundreds of formulae; hundreds of plain and color views with special inserts.

700 pages; size 5 x 7 inches; bound in beautiful, attractive and durable morocco imitation leather in flexible, semi-flexible and stiff cover with reinforced back.

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from tuberculosis
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CHRISTMAS SEALS

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS
ASSOCIATIONS OF THE UNITED STATES



"K. K. K.", Capt. Domingo Brown, Fairhaven, Mass.,
powered with a Gray motor sold by Gray, Aldrich Co.,
Boston, Mass.

Fisheries Exhibit

IN the Science Department of the Newark Museum, Newark, N. J., at the present time and continuing to January 4th, is an exhibit of the North American Fisheries, telling the story of fishing and its allied industries, illustrated by models, fishing gear, food fishes, pictures and manufactured products.

Kahlenberg Bulletin

BULLETIN No. 40, issued by Kahlenberg Bros. Co., Two Rivers, Wis., illustrates and describes Kahlenberg marine oil engines, five and six cylinder types, designed for smooth, flexible and quiet running, and to provide economical power for heavy duty service. Specifications will be mailed on request.

Robinson "Autoline" Distributors

WILLIAM C. Robinson & Son Co., 34 Cambria St., Boston, Mass., is represented by the following "Autoline" distributors along the Atlantic coast and the Maritime Provinces: Boston, Mass.: Fish Pier Oil Supply Co., 280 Northern Ave.; Geo. C. Fitzpatrick Co., 18 Administration Bldg., Fish Pier; Gloucester, Mass.: Producers Fish Co., Inc., Fort Wharf; New Bedford, Mass.: Hathaway Oil Co., Inc., Hathaway Oil Co. Wharf; Provincetown, Mass.: Leno P. Dutra, 379 Commercial St.; Nantucket, Mass.: E. Z. Ryder, Steamboat Wharf; Woods Hole, Mass.: Samuel Cahoon; Portland, Maine: The Harris Co., 188 Commercial Street; Newport, R. I.: John F. Mack, Lee's Wharf; New York, N. Y.: Chester A. Poling, Inc., Fulton Market; Cape May, N. J.: Clarence Schellenger & Co., Cape May Harbor; Old Point Comfort, Virginia: L. M. Newcomb & Co.

In the Maritime Provinces, Horton Agencies, Ltd., of Halifax, Nova Scotia, are exclusive distributors, while sub-distributors are: Yarmouth, Nova Scotia: B. B. Cann, Ltd.; Lunenburg, Nova Scotia: Adams & Knickle, Ltd.; Liverpool, Nova Scotia: Thompson Bros. Co., Ltd.; St. Pierre, Miq.: C. P. Chartier.

1932 Tide Calendars

WILLIAM C. Robinson & Son Co., 34 Cambria St., Boston, Mass., distributors of "Autoline" oils, have a number of tide calendars which may be obtained on application, as long as they last, by readers of the ATLANTIC FISHERMAN. Canadian readers are requested to apply to the Horton Agencies, Ltd., Furness Bldg., Halifax, N. S.

Boat Builders, Engines and Supplies

MARYLAND

BALTIMORE—W. P. Fleck, of the Fleck Engineering & Sales Co., distributor of Atlas Diesel engines, has sold and installed 35 Atlas engines in the four years he has been distributor. Mr. Fleck is also distributor of Regal, Scripps and Falcon gas engines, and Delco lighting plants. He handles Carbondale Electric Ammonia Refrigerating Machinery, with a full supply of parts, and employs two trained service men.

The Fleck Engineering & Sales Co. installed in the cruiser type yacht *Marcon*, built at Luders Shipyard, two 120 h.p. Atlas engines. The *Marcon* is owned by Charles H. Consoley, well known hotel man. They also installed a 50 h.p. Atlas for Parks Bros., of Kinsale, Va., in their new power boat *Virginia* at the yard of L. P. Price Co.

The J. S. Johnson Co., in business since 1870, are distributors of Wall Rope, and National Net & Twine products. Philip W. Chase, President, is very optimistic and is looking forward to a good year for 1932.

W. E. Proctor, of the Proctor Engineering Co., agents for Washington Diesel engines, has sold and installed a 135 h.p. Washington in the British motorship *Neptunian*, two 350 h.p. Washingtons in the Panama Canal Ferry, and a 925 h.p. Washington for the Delaware and New Jersey Ferry Co.

MASSACHUSETTS

BOSTON—John Binney & Son Co., located on Atlantic Ave., are one of the oldest dealers in marine hardware in this vicinity, having been established in 1835. Besides carrying a full line of marine hardware they deal in yachtsmen's and fishermen's supplies. Mr. H. O. Morton is manager.

V. S. Croce, shipsmith on the Fish Pier, has been serving the fishing industry for over 30 years. Mr. Croce has a fine up-to-date plant with the latest equipment for all kinds of shipsmith work and electric and acetylene welding. He runs a crew of 6 to 12 mechanics, including his three sons who are in the business with him.

The Neptune Oil Corp., 24 T Wharf, handle Standard oil and Standard products, Duplex Oil for high speed boats and Tidewater products. They operate four oil boats supplying the fishing and marine trade in Boston Harbor. The *Neptune*, powered with a 30 h.p. Bridgeport, pumps 50 gallons a minute. Two other oil tankers are powered with Palmer engines. The company's stationary barge, with Socony, is at the entrance to the Boston Fish Pier. This company was organized nine years ago with James Fiore as President and general manager. He supplies the Pilot's Association boat and the U. S. Engineers boat *Bethlehem*, besides many fishing vessels at T Wharf and the Fish Pier. Capt. Gray, who is well known to fishing vessel owners on the Pier, is in charge of the company's barge. Mr. Fiore also owns several fishing boats.

R. F. Newell, boat builder and ship joiner, recently completed a Nova Scotia type lobster boat for Wilford Smith at his boat building plant in Neponset. She is 38 ft. long, and powered with a 6-50 Gray. Mr. Newell has been doing ships' carpenter work on the Fish Pier fleet for many years. He has designed many fine yachts and fishing boats.

Roche Bros., barrel dealers on the Fish Pier, carry a big supply of barrels on hand at all times. Many of the Fish Pier dealers find Roche Bros. conveniently located for quick service.

D. M. Finlayson, manager of the United Welding Co., located at 283 Northern Ave., near the Fish Pier does both electric and acetylene welding, besides all kinds of blacksmith and machine work. He is now manufacturing trawl doors and anchors. Mr. Finlayson has been at the present location for two years, and enjoys a large patronage among fishermen.

CHELSEA—Gordon Porter has been supplying Fish Pier vessels with coal and wood for the past 8 years. He is located in the Metropolitan Coal Office, Chelsea.

For
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Use

**WATERFLEX
WHITLOCK
CORDAGE**

The
Utmost in
Rope Value

Thoroughly water-resisting

Permanently lubricated

Easy to handle and splice—wet or dry

Does not swell, harden or kink

Always remains flexible

Lasts longer—Serves better

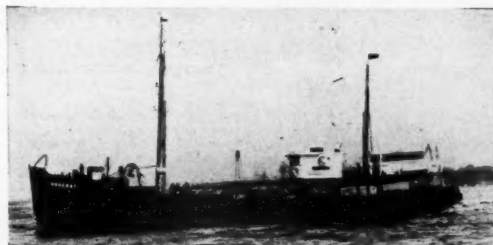
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Trawler Repairs and New Construction



Diesel Trawler Amherst, one of three trawlers built by Bethlehem for General Sea Foods Corporation

Ideally situated on Boston Harbor and with complete facilities, Bethlehem's Fore River Plant and Simpson Works and Atlantic Works are in an excellent position to offer to the fishing industry a prompt and efficient service for the repairing and reconditioning of trawlers, and the construction of new tonnage.

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Good fish starts with good icing

The ice should be broken into suitably sized flakes which will fit in between the fish as stored and without large chunks, which might crush the fish, or slush, which makes waste and muss.

THE CREESEY Ice Breaker has interchangeable combs and a movable front plate, which is readily adjustable to control the size of the ice.

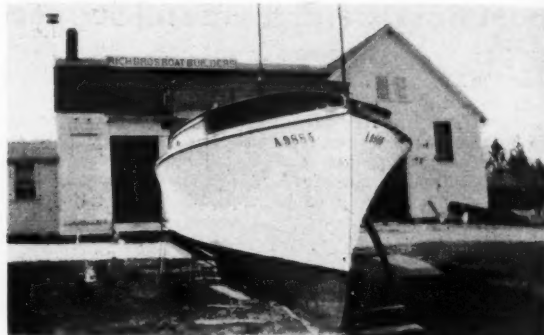


C-33

COCHRANE CORPORATION

3162 North 17 Street

Philadelphia, Pa.



New boat built by Rich Bros., Bernard, Maine, powered with a 65 h.p. Kermath engine.

INTERCHANGE FRICTION CLUTCH

For Trawling Gear



Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing

sleeve—the whole on stub shaft, attached to fly wheel of engine.

Write for special circular.

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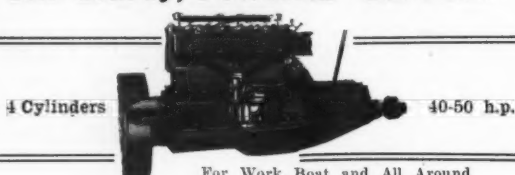
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Red Wing Chevrolet
THE MOTOR WITH POWER TO SPARE

The Sturdy, Powerful "BB-Four"



4 Cylinders

40-50 h.p.

For Work Boat and All Around
General Service

—A motor of great strength and endurance. Remarkably smooth-running, with plenty of reserve power for any emergency. Four Cylinders. Bore $4\frac{1}{2}$ ". Stroke 6". Heavy 5-bearing crankshaft and full pressure oiling. Built for long trouble-free service. The BB-Four, illustrated above, is one of the 21 THOROBRED models, 4 to 150 h.p.

Write for Catalog

RED WING MOTOR CO.

RED WING, MINN.—U. S. A.

USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861
MADE BY
**PETTIT
PAINT
CO., INC.**
JERSEY CITY
N. J.



SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES; FIGURES FOR EVERY HARBOR

GLOUCESTER—Capt. Wm. W. Lafond, well known fishing captain, who has been fishing out of Gloucester for the past 25 years, is now selling agent for the Fish Net & Twine Co., with office and store house at 11 Rogers St. Capt. Lafond is a practical fishing master and has engaged in all kinds of net and seine fishing, which will be of great value to him in selling and demonstrating different types of nets and seines. In addition to the Fish Net & Twine Co. products, Capt. Lafond will handle American Steel and Wire rope, Plymouth rope, Mustad hooks and all kinds of lines and lobster fishing gear.

MEDFORD—Mystic Boat Shop, besides building boats, hauls, stores and repairs all types of pleasure and fishing craft.

ROSLINDALE—The Roslindale Coal & Ice Co., Paul J. Richenburg, managing owner, recently announced a new and up-to-date High Pressure Ice Plant at the corner of D and Fargo Streets in South Boston, near the Fish Pier. They will specialize in ice and vessel icing, both caked and crushed. With a fleet of trucks, Mr. Richenburg is already icing many vessels on the Fish Pier. Some of them are as follows: *Maris Stella*, *Helen M.*, *Newfoundland*, *Gertrude M. Fauci*, *Francis C. Denchey*, *Donald*, *Arthur D. Story*, *Elvira Gaspar*, *Olive M. Williams* and others. The main office is located at 214 Florence St., Roslindale, and they operate a 24-hour service.

WINTHROP—Willis Reid has just laid the keel for a 75 foot cruiser for Charles T. Gilbert of Milton, designed by Frank T. Munro of Boston, to be powered with two 100 h.p. Winton Diesel engines. The auxiliary engine is to be a 5 k.w. Petters oil engine. The vessel will have Edison batteries. This is one of the largest contracts for a yacht given out this year for 1932.

Mr. Reid built a 76-foot auxiliary schooner yacht this Spring for Mr. Gerish of Milwaukee, powered with a 180 h.p. Sterling. This schooner also had a 14-foot runabout powered with a 4-30 Gray. The Reid yard does considerable hauling out repairing and storing.

RHODE ISLAND

BLOCK ISLAND—Milton Stedman has recently launched his Hampton type lobster fishing boat *Isabelle* powered with a 6 cylinder Buda. She is 34 ft. long; 10 ft. beam; 3 ft. draft, and was designed by Carl Nickerson and built by Mr. Stedman himself. The $1\frac{1}{2}$ inch stern bearing was installed by G. H. Burnham & Son.

NEWPORT—G. H. Burnham & Son, marine machinists, is one of the oldest concerns of its kind. It is now under the management of H. S. Burnham, and is manufacturing stern bearings. They have already installed them on many fishing and pleasure boats on the coast. G. H. Burnham, founder of the business has been in business in Newport 55 years. They have a very complete and up-to-date machine shop equipped to handle all kinds of marine engine repairing and installing. They recently installed a Kinney 83 Friction Clutch for Capt. Leo Depres on the fishing boat *Dallas*. Although they have been handling Kinney clutches only since late in the Summer they have installed three. They are also dealers for Whitney roller sprockets and chains.

(Continued on Page 34)

The Fishing Gear Mart

MARINE BARGAINS

Commercial craft of all sizes and types—coasting, freighting, fishing, dragging and pleasure. Straight power or auxiliary—Friendship sloops 28 ft. to 44 ft., prices \$400 and up. Here are a few offerings: For quick sale, 30 ft. Friendship sloop \$450; 36 ft. same—\$750, both powered, fully equipped, thoroughly rebuilt, guaranteed and ready to sail. 50 ft. x 13 ft. 6 in. x 5 ft., oil powered dragger, new 1924, ketch rig, now in commission—had only one owner, wants offer. Freight or fish boat 62 ft. x 16 ft. x 4 ft. 6 in., 60 gross tons, C. O. powered, built 1921, A-1 condition, \$2,500. 63 ft. x 15 ft. 3 in. sloop rigged fish boat, Canadian register, new 1923 65 h.p. Lathrop \$2,750. Fish or freight boat 46 ft. x 11 ft. 3 in. x 3 ft., new 1929, power 150 h.p. Red Wing, speed 14 miles, \$3,500. 37 ft. x 10 ft. cabin fish boat, 28 h.p. Model RW Palmer, fine condition, \$1,100, and many others. Marine engines *guaranteed*—25 h.p. Model Z Gray \$135. 25 h.p. Kermath Model F, \$230. 27 h.p. Fay & Bowen, Model LC-41, used two Summers, \$210. 25 h.p. Light Four Gray new 1931, \$250. 100 h.p. Kermath thoroughly rebuilt, \$800. 150 h.p. Kermath not run over 50 hours, \$900. 35-50 h.p. Kermath, electric starter, double ignition, reconditioned, \$365. 30-50 h.p. Model F-4 Scripps, used two Summers, \$350. 100 h.p. Model L-6 Murray & Tregurtha, new 1928, \$660. 150 h.p. Reversible Standard A-1 condition with propeller outfit, \$450, and many others. We have some good used reverse gears and propellers. Write us as to your requirements. KNOX MARINE EXCHANGE, YACHT & SHIP BUILDERS, CAMDEN, MAINE.

FOR SALE

A 43 ft. boat, beautiful hull, 10 ft. 3 in. beam, 34 in. draft, ruggedly built, fast and seaworthy, price very reasonable. Also a brand new hull, will sell as is or complete job. Address William Frost, Jonesport, Maine.

33' x 10' x 4' 4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester, Mass.

New boat, 50 feet long, square stern, good model. Address B. F. Warner, Kennebunkport, Me.

Schooner *Audrey and Theo*. Length, 54.2 ft., beam, 15.7 ft., depth, 8.5 ft. 90 mackerel nets and 3 dories. Reasonable. Apply A. C. Smurrage, 13 Russell Ave., Gloucester, Mass.

Baby, 32 feet long, 10½ feet beam, Lathrop 30 h.p. All equipped for dragging. Inquire Walter E. McDonald Packing House, Noank, Conn. Telephone, Mystic 749-2.

FISHING BOATS FOR SALE

- 5 Diesel freight boats, from 200-300 tons capacity.
- 80' Diesel schooner, British flag, \$6,000.
- 60' 2 masted fisherman, complete swordfishing gear, \$3,000.
- 15 trawlers, steam, Diesel, and oil burning.
- 20 Diesel 2-masted schooners.
- 6 4-masted schooners, \$3,000 each.
- 1 3-masted schooner, (offer).
- 1 3,200 gallon tankboat, 40 h.p. Diesel, \$3,000.

Tankboats from 3,000 gallons to 40,000 gallons; both steel and wood. Wood and steel hulls, yachts, steamers, towboats, scows, dredges and floating property of every description. Inquiries and listings solicited.

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or SCALLOPS to the Boston Market

FOR BEST RESULTS ship to

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DIESEL ENGINES

For all Types of Boats

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PLUMBING—HEATING and SHEET METAL WORK

Vessel Work A Specialty

Wharf St.

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WILLIAM FROST

JONESPORT, MAINE

DESIGNER AND BUILDER OF BOATS

SPEED AND WORKMANSHIP
GUARANTEED—STORAGE YARD
REPAIRS—HAULINGS UP TO 100 TONS
GOOD SERVICE ASSURED IN OUR
NEW MODERN PLANT



FOR SALE

A two cylinder two cycle, 80 h.p. Bolinders engine. Carl Beckman, 11 Commercial St., New Bedford, Mass.

Fishing boat *Mary Ellen*. Length 58½ ft., beam 15 ft., draft 6 ft., 70 h.p. Wolverine, speed 9½. Fourteen months old. August Reiter, 903 Main St., Greenport, L. I.

43 ft. rugged aux. sloop, 14 ft. beam, 7½ ft. draft, built 1926. 20/40 h.p. Mianus motor. Sleeps six; make fine party boat or good dragger. For sale at a bargain. A-1 condition. Capt. Irving C. Hanson, Yt. *Meganticook*, Curtis Bros. Boat Yard, The Hague, Norfolk, Virginia.

REMANUFACTURED BY GRAY

1. 1931 Gray "Four-56", Heavy Duty, 30-55 h.p. Used three months. Ideal for heavy fish boat. Write for details. Price, f.o.b. Detroit \$325
2. 1930 Gray "Four-30", all-iron, 20-30 h.p. at 1200-2000 r.p.m., starter, generator, clutch and reverse, perfect condition, f.o.b. Detroit \$238

Many other Grays and some other makes.

Full history and description on request.

GRAY MARINE MOTOR COMPANY

672 Canton Ave., Detroit, Mich.

A. J. King, proprietor of King's Battery and Auto Electric Service Station, located at the corner of Marlborough and Broadway has a fine up-to-date shop and sales rooms. The local and visiting fishermen and yachtsmen are taking advantage of the fine electrical service offered by Mr. King, who employs five expert electricians and operates a 24 hour service. Mr. King does work for the Newport Shipyard, Williams and Manchester Shipyard and the New York Yacht Club.

The Newport Shipyard have their yard and sheds nearly filled to capacity with Winter storage. They are also doing some repairing on fishing boats.

Atlantic and Gulf Coast Surveys

AN interesting feature of the 1931 annual report of the Coast and Geodetic Survey to the Secretary of Commerce, issued recently, lies in the fact that it is the one-hundredth report of this scientific service bureau.

Director R. S. Patton reviews the growth of the service from the time it was started in 1807 during the administration of President Thomas Jefferson, the delays whereby field work was not begun until 1916, and stresses the remarkable foundation program instituted by Ferdinand Hassler, the first head. It has inspired throughout the years the contribution of surveys and other scientific data of the highest order, invaluable to the many uses to which they are put, and enabled this service to remain in step with national progress. It is only unfortunate that our territorial waters contain so many rocks and shoals named for vessels which were wrecked on them because this bureau had not gone there earlier with the surveys which would have located them in a far more orderly and economical manner.

The rate of progress, it is stated, has been multiplied by improvements in instruments, equipment, and methods, since the Coast and Geodetic Survey has adapted to its own purpose a long series of scientific achievements which enabled it to do more and better work at steadily decreasing unit costs.

Recent innovations in methods, now passed the experimental stage, are based on the utilization of the velocity of sound in sea water, whereby depths are measured and the position of each depth ascertained. Since a sounding in a depth of 400 fathoms can be taken in 1 second, the surveying vessel readily obtains a continuous profile of the bottom while traveling at full speed. As neither visibility of land nor favorable conditions of weather are essential, work can be carried on during a far greater portion of the time than is possible with the immemorial method of measuring the amount of line paid out in lowering a weight to the bottom.

Captain Patton reports that air photographs make for extraordinary speed, accuracy, and economy in mapping the shore line of the complicated inside waterways of the Atlantic and Gulf coasts, rendering other methods unthinkable wasteful when the essential basic control survey of high accuracy is available. It is easily practicable to fly the coast and photograph subsequent changes to be readily and inexpensively applied to the charts, without further ground measures. However, as precision photographic equipment has the same value for photo revision surveys that modern precision machines have in industry, the application of this method essential to the efficient and economical execution of needed Atlantic coast surveys, must await funds.

The five vessels which at present constitute the Survey's fleet on the Atlantic coast include the new *Hydrographer*, commissioned in March, 1931, and the *Oceanographer*, formerly the *Corsair*, donated by J. P. Morgan. They are concentrating on a first complete survey of the continental shelf. During the Summer of 1930, work was begun in the important locality known as Georges Bank, to the southeast and eastward of Cape Cod. Adequate hydrographic surveys of the bank were previously impossible because of distance from land and strong and irregular currents which quickly cast uncertainties on the ship's position as estimated by dead reckoning. Some 6,000 square miles of area were surveyed during 1930 and work was renewed as early in 1931 as weather conditions permitted. It is expected to complete that area in another season.



Picture taken off the coast of Labrador on the "Viking", Capt. Hans Haram.

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